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AMERICAN fisherman

VEMBER 1949

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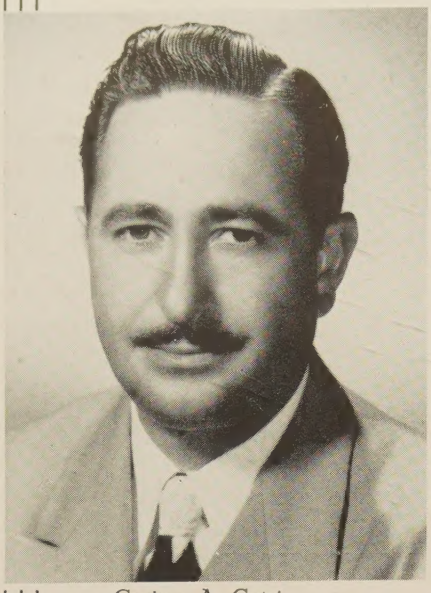

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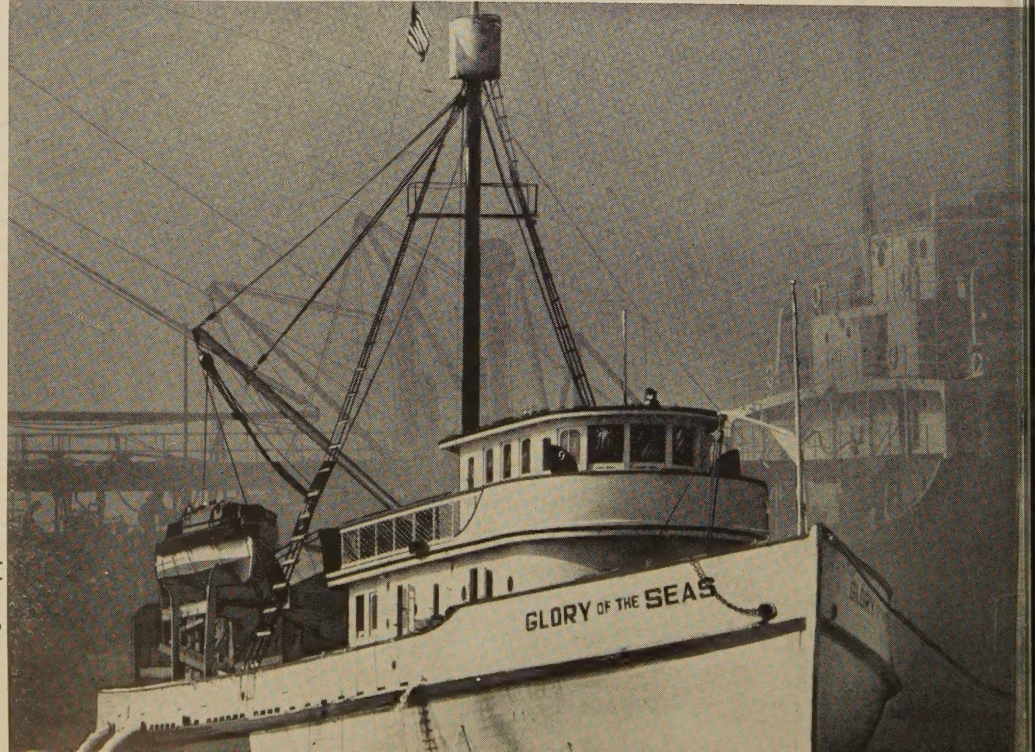

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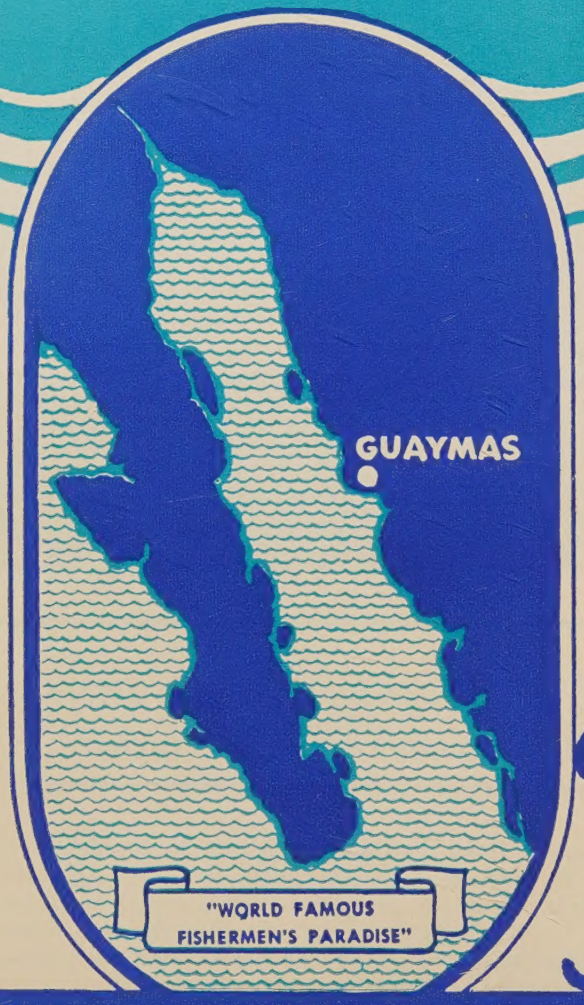

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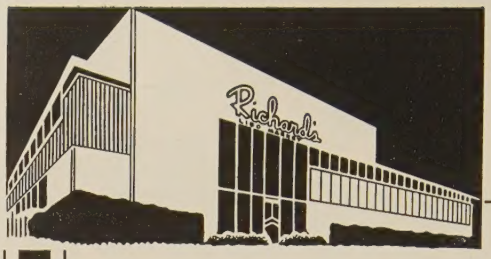

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PAN-AMERICAN *fisherman*

NEWSmagazine of PAN-AMERICAN FISHERIES
combined with the magazine TUNAfisherman

MAIN OFFICE
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A Journal Published Monthly
Serving the Pan-American Fisheries

A Marine Press Publication

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Editor-in-Chief.....John Springer
Executive Editor.....Seymour E. Francis
Advertising Director.....Don C. Cartwright

Volume 4 Number 5

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THE COVER

Typical of commercial fishing scenes off the coast of Costa Rica and South America is this one of the Linda Jo, during a recent tuna "strike." Photo by Larry Booth of Allied Craftsmen, San Diego, California.

ABOUT THIS ISSUE:

SEYMOUR E. FRANCIS, *Marine Press* Executive Editor, has a story in this issue that should be well worth your time. The article has to do with Westgate Sea Products Company's battle to retain its tidelands location north of Civic Center and what, if anything, Westgate may be forced to do, along with other San Diego, California canneries, if better operating conditions are not forthcoming from the city. Westgate's action, of course, has come in the form of a suit engineered by its Secretary-Treasurer, Charles A. Edwards, Jr., who contends that the City Council, Solar Aircraft Company and City Harbor Commission must show just cause why they should not be restrained from forcing Westgate from the location it has had for many years. Edwards, who has been joined in the suit by his wife, told the principals that they owned 200 shares of Solar Aircraft stock, and that they had instituted the suit in their roles as Solar shareholders. Their purpose, he contended, is to get a declaration of invalidity against a lease made in 1943 between Solar and the city of San Diego, which calls for the Westgate site to go to Solar. This, then, is when Francis came in, and, aided by *MPA* reporters in Houston, Texas, Pascagoula, Mississippi, New Orleans, Louisiana and Beaumont, Texas, he put together a yarn that weaves a graphic tapestry for San Diego. These cities, in other words, lost no time in offering everything under the sun to Southern California canneries, if they would come down and go into business. The commitments were not from the man-in-the-street, either. Most of them came directly from heads of Chambers of Commerce, and it's rather an easy thing to see what they are after. They want, purely and simply, to get San Diego's fabulous commercial fishing industry right in their own backyard. Whether, as Francis emphasizes, San Diego canneries are on the verge of moving or, at least considering the possibilities involved in moves toward the deep South, has not yet come boldly into relief. But there's plenty of unrest here and, for the fact that Wade Ambrose, top man at Westgate, is unwilling to commit himself one way or another, the San Diego City Council should think twice. The situation, all the way around, is one of explosive potentialities, and not the least of these arcana is the unstability of the local commercial fishing market. Francis' story is on page 12.

•

Anyone interested in the growth of West Coast cities will be interested in our article on the Los Angeles Harbor development. That development, as a matter-of-fact, has had so much to do with the actual growth of Los Angeles proper, and its outlying areas, that it may be said it has been the keynote to Los Angeles' prosperity. This booming port, however, did not come about by accident, but by cold, hard design. That design is, and has been, amazing in many respects. The early planners who laid out the future of their port could hardly help but feel gratified at the results of their blue-printing, as the outline has been followed almost to the letter. As the result, the Harbor currently has a $10,000,000 improvement project on tap, and with more improvement to come, according to Frank Evans, Marine Press Contributing Editor, and a man who should know. Evans spent some time digging into the picture, and he seems, as his story indicates, pretty much impressed with the ingenuity, drive and efficiency of the present Los Angeles Harbor Commission. His article is on page 15.

•

"WHAT'S the matter with the Southern California fresh fish industry?" That's what Copp Collins, Marine Press Contributing Editor, wants to know. Collins claims there are millions of dollars awaiting any firm with the enterprise and initiative to exploit the great mid-western markets. His story is on page 14.

—John Springer

Panama's Tolls Policy: *Who's the Goat?*

The Pacific Coast's trade in fish products going through the Panama Canal will pay tolls of almost $2 million in the post war decade from 1946 to 1956. Based on an annual movement of 200,000 tons going through the Canal, and the present 90c per ton toll rate, the actual annual bill will be $1,800,000. A like amount already has been paid in tolls on fish products in the pre-war decade 1930 to 1940.

Figures on the Canal's annual take out of the fishing industry on the coast were produced by the Pacific American Steamship Association, from examination of actual cargo movements through the Canal. While the tolls have been levied against, and paid by the ship, they have been nonetheless a factor in the freight rate. Every basic industry on the coast has a stake in current efforts to reduce tolls to a level truly reflecting the cost of the Canal's commercial benefit. Now the tolls reflect the entire operation and construction cost of the Canal—commercial, national defense and government.

Even more than in Gulf and Atlantic States, the Pacific Coast has a stake in lowered tolls. Of the entire water-borne commerce of the Pacific Coast, 64% passes through the Canal. Only 13.9% of Atlantic cargoes transit the Canal and only 20% of Gulf cargoes. Thus, proportionately, Pacific Coast industries pay the lion's share of the tolls. Indicative of the all-industry stake in Canal tolls and the prime Pacific Coast interest, is the fact that the following organizations have passed formal resolutions in past months calling for a fair and equitable formula in setting the rate:

Board of Supervisors, Los Angeles County, 8/16/49.

Propeller Club of the United States, Port of San Francisco, 8/17/49.

Propeller Club of the United States, Port of Seattle, Wash., 8/17/49.

Board of Harbor Commissioners, City of San Diego, 8/18/49.

Propeller Club of the United States, Port of Los Angeles-Long Beach, 8/19/49.

Port of Tacoma, 8/23/49.

San Pedro Chamber of Commerce, 9/27/49.

Board of Harbor Commissioners, City of Los Angeles, 9/28/49.

The Canal is 35 years old, but Congress has still not determined definitely how tolls should be set for commercial ships. Because of the Canal's accounting system, 4 major cost items are factors in the toll charged against commercial shipping: (1) The cost of commercial transit; (2) the cost of U. S. government ship transits which are now toll-free; (3) 3% interest on government funds used to build the Canal; (4) the maintenance costs of schools, parks, postoffices and all the rest of the buildings for Canal Zone staff personnel. Commercial shipping tolls pay practically the whole bill for these four things.

The American flag lines recognize the commercial value of the Canal and agree that they should pay their own way. But should commercial shipping—and ultimately the shipper—be stuck for paying tolls on Navy ships and for other defense expenses in the Canal Zone? Shipping says "no," and a Congressional Committee, assigned to investigate the whole question of toll rates, indicate their opinion that defense expenses should not be billed to commercial shipping. In their Interim Report of August 23, the Committee comments: "The Committee notices that all major changes in location or alternate routes are proposed only as national defense measures. Under no circumstances should they be paid for from present or future tolls levied against the merchant shipping of the U. S. or other nations." (Special Panama Canal Tolls Subcommittee, House Merchant Marine and Fisheries Committee)

Congressional study of the Canal Tolls problem came after action by the President to increase Canal tolls to make up for a cut in appropriations in the Army budget. The U. S. House of Representatives called for a study of the Canal's financial operations, and the toll increase was postponed to allow the House Committee time to make its recommendations. On August 23, 1949 the House Merchant Marine and Fisheries Committee issued their Interim Report recommending that the President call for a full organizational study of the Canal and that he withhold the rate increase until the study is complete. Following through on the recommendations, the President requested Mr. Frank Pace, Jr., Director of the Bureau of the Budget, to conduct a complete study and report to him. He also ordered the toll increase postponed until April 1, 1950.

One of the main conclusions of the Interim Report was that accounting in the Canal is so complex that it is not possible on the basis of the present system to separate expenses which result from commercial ships going through the Canal from expenses which relate to national defense—such as the costs of piloting Army and Navy ships through the Canal and keeping up the buildings of the military establishments. American steamship lines, through the National Federation of American Shipping in Washington and the Pacific American Steamship Association on the West Coast, are taking the lead in efforts to establish a "fair and equitable formula" for tolls.

The industry doesn't ask for removal of all tolls or even presume to say what tolls should be. It asks for a "fair and equitable formula, which recognizes the national defense value of the Canal." That the Congressional Sub-committee sees some merit in dividing commercial from national defense costs, is seen in their report. The Committee suggested reorganization of the Canal on a corporate basis, or possibly by transfer of the non-defense functions into a separate corporation. Their Report said, "An appropriate toll policy can hardly be

(*Continued on page 46*)

The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
of
Marine Press Association

Caracas, Venezuela.—The Venezuelan newspaper, El Universal, stated that the situation of the Venezuelan fish canners is not believed to be serious, according to a report from the American Embassy at Caracas. A cannery located on the outskirts of Cumana, has 60,000 unsold cases of sardines valued at $600,000. The labor force, normally 400, has been reduced to 200. Although no definite information was obtained from other fish canners, the general managers are reported to have claimed their operations were similar to those of the cannery cited. They give as the determining cause of their difficulties the strong competition of foreign sources of canned fish in Venezuela.

London.—The Fairfree, the largest and most modern British quick-freeze whitefish vessel, has sailed for the Grand Banks off the coast of Newfoundland. The ownership of this vessel changed recently and it is now owned by another English firm with interests in the food processing field. The vessel recently completed its trials after being converted to diesel operation. Important features include the incorporation of a whaleback stern, over which the nets are mechanically shot, and the paravane arrangement used to keep the two glove-like nets open while trawling. When full, the nets are mechanically hauled and the fish are passed through hatches to cleaning boards on the deck below. Processing will follow normal practice, the fish being packed and quick frozen. After removing from the freezer, the packed frozen fish is stored in special fish holds, where a system of booms is used to facilitate storage.

The Norwegian-British sea boundary controversy is expected to come before the Court of International Justice at The Hague shortly after the beginning of next year, according to a report by the Norwegian Information Service. It is further noted that the Court Secretariat expects the British to deliver their summons very soon. The summons will call up for final settlement a long-standing controversy between the two countries concerning the extent of territorial waters in which Norway can claim sole fishing rights off the Norwegian coast. The summons is being delivered by Great Britain following a mutual agreement on procedure. According to the Norwegian Foreign Ministry, Norway can take no steps until the British summons has been delivered, although a committee has been named to prepare the case. With both sides given opportunity to submit two written pleas in addition to oral pleading before the Court, it is expected that considerable time must yet pass before the parties can obtain a decision.

Bristol, Great Britain.—With a view to developing the sales of British kippers in America, the chairman of the British Herring Industry Board is expected to come to the United States for a period of two months. The Board is making a special study of the American market.

Havana, Cuba.—The Cuban Government on April 31, 1949, delivered 60 supersonic depth recorders, manufactured in the United States, to the same number of privately owned fishing vessels which usually fish off the Mexican coast, according to a report from the American Embassy at Havana. Money for these recorders (186,500) was voted May 1948 by the Cuban Government. With these recorders, fishing vessels hope to save eight to ten days per voyage in locating schools of fish and to increase their catch by two-fifths.

San Jose, Costa Rica.—Interested Costa Rican government departments have been in consultation among themselves and with representatives of the fishing industry regarding proposed changes in current legislation concerning that industry, according to a report from the American Embassy at San Jose. The press has pointed out that decrees issued in the early part of this year have been detrimental to the local fishing industry, and that changes will be made in fishing regulations and the tax structure for the industry, but there has been no official confirmation of those statements.

Bremerhaven, Germany.—One aspect of Germany's improved economy has been the introduction this summer of household-size packs of frozen fish fillets in many fish stores of Western Germany, according to a report from the American Consulate at Bremerhaven. The frozen food industry in Germany is being developed to a large extent by two firms—one dealing in fish and the other in fruits and vegetables. The firm dealing in fish has a chain of 170 retail stores throughout Germany and Austria. Recently a Hamburg firm and a Bavarian firm also started freezing fish for retail stores. The price of the frozen fish is about 40 percent above the price for the same weight of fresh fish. Local fishery circles do not expect the frozen fish consumption to become very large in Germany in the near future; at the present time less than 5 percent of the sea fish landed in Germany is frozen. The higher cost of frozen fish, the paucity of distribution and retailing facilities for frozen foods generally, the relative proximity of the consuming centers to the ports, and the relatively long time the fish remain in ice on shipboard all diminish the prospects of establishing a large-scale, profitable frozen fish industry. Fish are frozen in Germany more to stabilize the market by preventing gluts and scarcities than to appeal to the housewife.

Lisbon, Portugal.—A special Export Promotion Fund to be earmarked for specific undertakings to inject new life into sales of Portuguese commodities in foreign markets was created by the Portuguese by Decree Law No. 37538 of September 2, according to a report from the American Embassy at Lisbon. Using this fund, the Government proposes to make grants or loans to Portuguese Missions or organizations which undertake intimate analysis of foreign markets for all or specific commodities, and to finance advertising, sales promotion and protection of Portuguese products in foreign markets. There is reason to believe that projects for early consideration will include the financing of special anlyses of the American market for sardines, wines, and cork, some of these to include the enlisting of services of private market counselors.

PRESS-O-

Pioneer Fishermen

Joe Medina and Joe Monise of San Diego, were the first to greet *Pan-American's* cameraman, George Eacobellis, at opening of American Tunaboat Association formal house-warming early last month.

PUNCH AND PROGRESS

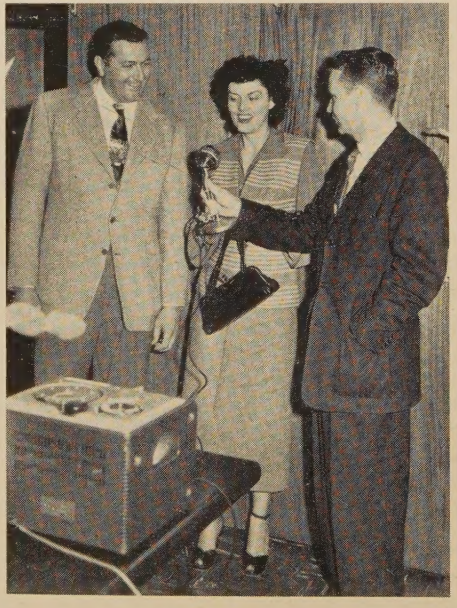
Something more than ten years ago, a small but well-heeled group of San Diego, California, commercial fishermen got their heads together and decided to form an organization which could consider their problems, advise and represent them en masse to friend and foe alike. They called their budding enterprise American Tunaboat Association, and, in the manager's seat, they placed an astute San Diegan, George A. Wallace. In addition, they elected a President each year, set up a Board of Directors and a Committee system, and each year the organization climbed a little farther up the ladder.

Last month, when most of the boats were in port, many of these old-timers got their heads together once more and decided that their original idea had been a good one. There was little wonder in this. From those few boats, the roster had grown to more than 25, and had affected, in one way or another, the entire industry in Southern California. Moreover, the Directors had managed to hire as General Manager to succeed Wallace (who retired last year), one of the keenest managerial minds in the business. An ex-bookkeeper who had climbed to the position of General Manager of the old Lynch Shipbuilding Company in the Border City, he had powered the group to national importance, much of which action has appeared in this magazine, from time to time. He was Harold Cary.

But that wasn't all. The event that brought out members (and guests alike) was the formal house-warming party celebrating American Tunaboat Association's new building. The sparkling new edifice was located a few blocks down Harbor Drive from the old location, and it had tapped the boys for a cool $24,000. Constructed of concrete blocks and poured concrete, with red brick veneer around its base, it represented about 1,500 to 1,800 square feet of floor space, and was furnished like the office of a Wall Street banker. This included something that few bankers' offices had: e. g., a chrome and hardwood kitchen, and walnut furniture throughout the various offices. An example of the importance to which the organization had grown was seen in the more than 400 guests who came, looked around, ate their fill of smoked tuna and other edibles and left with a gift package of canned tuna, which was donated by San Diego canneries. Obviously, American Tunaboat Association had become something more than a "going concern."

REPORTERS AND REPASTS

Newspaper reporters are a notoriously hungry and thirsty lot. Bill McGraw, author of the San Diego *Tribune-Sun* column, *Between the Lines*, and Mal Donnelley, Bureau Manager of United Press Association in San Diego, were no exceptions. Last month, after hearing about the sort of feeds that some tuna clipper Captains put on while unloading in port, they collared Hap Holliday, interlocutor of *Voice of the Fisherman* radio program and Fleet Man-



Well-wisher

Ruth Collins, Secretary to Congressman Clinton D. McKinnon of San Diego, dropped in to offer congratulations to Harold Cary (right), manager, American Tunaboat Association, and Louis De Falco, board member. Then she was given a whack at the *Voice of the Fisherman mike*. Pretty? Tch, tch. (We mean Ruth!)

Headquarters D'Conclave

Certainly it's not a Rumpus Room. There's a kitchen in the building for that. This is the all-walnut and beautifully panelled meeting place for American Tunaboat's Board of Directors.

Gift Package

Part of a stack of canned tuna donated by canners, to be given to guests at American Tunaboat open-house. It has been rumored that more than one got more than one. (Can, that is.)

AMS

On-the-Ball

Rarely is it that anything in the way of food gets past Bill McGraw, author of the San Diego *Tribune-Sun* column, *Between the Lines*. Here, Bill Russell, cook on the tuna clipper, *May Queen*, prepares to stoke him with another wedge of pie, while Mal Donnelley, Bureau Manager of United Press Association in San Diego, looks on approvingly.

ager of High Seas Tuna Packing Company, and wrangled an invite.

The occasion could not have been timed better. It happened that Carl Medina's clipper, *May Queen*, was in port after being out nearly two months, and the skipper was in a festive mood. Moreover, 70-year-old Bill Russell, the *Queen's* chef, announced that he needed a rest and made his last trip, at least for a while. That put Bill also in a festive mood. Holliday, therefore, had little trouble in arranging a lunch aboard for Donnelley and McGraw, and the three of them, in company with a *Pan-American* magazine employee, took off from Donnelley's office at high noon.

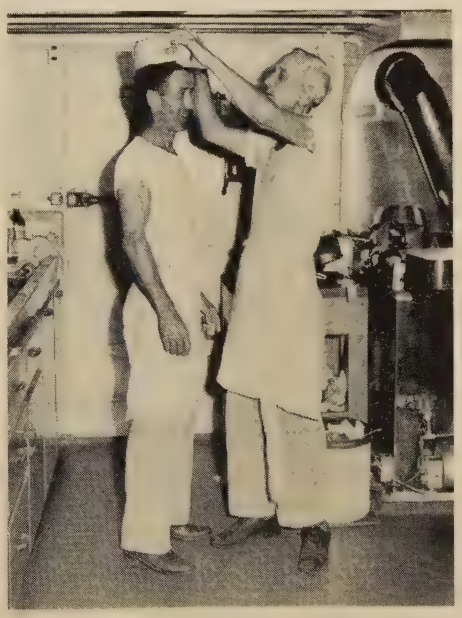
The boys weren't disappointed. Bill Russell had more and various kinds of food and refreshment than you could find at a Roman banquet, and even Donnelley, who, as a youth, sustained such a serious digestive upset that he has had to subsist on light liquids and occasional soft foods since, went at it hammer and tongs. Later, Carl Medina and Donnelley discovered that Carl Jr., and Terry, sons of the two respectively, were both born on Columbus Day. Later still, they discovered that, during their much younger days, they had gone to Point Loma High School together, although they had not been acquainted at the time. Their reminiscences caused some comment by McGraw, who used to be a sports reporter. To Bill's bewilderment, neither could seem to remember the football games their school had lost, but both could recall, with remarkable clarity, the games it had won, and, in most instances against who and when.

Incidentally, Bill Russell, who turned over the *Queen's* galley to his son, Guy, made his first trip as a chef fifteen years ago with Carl Medina. He remembers Carl, at seventeen, clearly and somewhat pictorially, and he summed him up thus:

"Meanest brat I have ever seen. In to everything. Used to sneak into my galley when I wasn't looking and steal pies, cookies and anything else he could get his hands on in the way of grub. I wish I had a nickle for every time I touched up the seat of his dungarees with a spatula."

Executive

Hard-boiled Earl Nielson, General Manager of High Seas Tuna Packing Company, San Diego, got out of his car to look over the *May Queen's* load. (He decided it was a good one.)



A Crown Changes Heads

Bill Russell, who says he wants to take it easy for a while, transfers his chief culinary badge to the head of his son, Guy. The latter will head up the galley of the *May Queen* in his dad's absence.

The Skipper and Guests

From the expression on his face, it appears that Carl Medina, skipper of the *May Queen*, didn't mind when a couple of hungry (and thirsty) reporters came aboard and looted his ice-box. (Maybe the picture was snapped before he took inventory.)

CONGRATULATIONS

To Harvey C. Neil, who has been named manager of the Diesel engine department of Fairbanks-Morse and Company in Los Angeles. Neil, according to our friend, John A. Cuneo, branch manager of the firm, replaces Russ Stevens, who has taken another position with FM in the East. Neil has been working for the company for more than twenty years in cities such as St. Louis, Missouri, and Boston, Mass., and he brings to the organization at Los Angeels plenty of Diesel power knowledge.

•

To Captain Joe Madruga, of the *Paramount*, who brought in a top-notch load last month. The *Paramount* carries 325 ton, and was built by Avondale of New Orleans, La. She was out 69 days; fishes for French Sardine and unloaded at High Seas Tuna Packing Company. Her broker is Cecil Drake of San Diego.

•

To Despol and Trutanich Insurance Agency. Anton Despol has been in the

(*Continued on next page*)

Ladies' Aid

Yep, you could guess that Glenn Martin of High Seas would be aboard the *May Queen* for dinner. One of the most impatient, as well as one of the finest, trenchermen in the business, Martin could not get his plate full fast enough, so he got Rosina Luzi and Virginia Smith to help him.

insurance business for 42 years, and is yet to have a dissatisfied customer. Nick Trutanich, of course, is Production Manager of French Sardine Company, Terminal Island, and, since the two joined up, they have had nothing but success.

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To Mr. and Mrs. DeWitt Talford Phelps, the happy parents of Darleen Talona, who was born September 8 at Scripps Hospital, San Diego, California. The little lady is lucky. She joins two other cuties; Jean Lea and Eldonna in the Phelps home.

SHORT SHOTS

Hap Holiday, interlocutor, *Voice of Fisherman* radio program, presented American Tunaboat Association with a transcribed copy of the proceedings marking its open house event. . . . John Bate, San Diego Port Director, was appointed to the National Port Authorities Board of Directors. It marked the first time a San Diego man had had the honor. . . . Cecil Drake and associates went for a ten-day jaunt via air to the South. . . . George Dew, Pete Bullen and Bill Murphy went to Guaymas, Sonora, Mexico, and returned. . . . Tony Madruga of *Sun Glow*, and Mrs. Madruga went to the lakes for some fresh-water fishing. . . . Joe Penacho, injured while horseback riding, is off his crutches. . . . Mrs. Eugene Cabral, wife of *Star of Sea* skipper ,is hoping for a brother to four-year-old daughter, Connie. . . . Mr. and Mrs. Manuel Freitas arrived back in port after an interesting trip abroad. . . . Avalino Gonsalves, skipper of *Excalibur*, and High Seas Tuna Packing Company played host on a clipper ride around the Point . . . their guests were members of the National Association of Assessing Officers, who were holding their convention at the Coronado Hotel in the city of the same name. . . . Chuck Wilson, Walker Atwell's right arm, flew down to Turtle Bay with Ralph Darden of the Albacore vessel, *Victor 1.* Chuck has been on the go ever since Atwell added a brand-new plane to his roster of Atwell Supply Company equipment. . . . National Steel and Shipbuilding Corporation is doing a face-lifting job for Frank Machado, and Fernando Medina's clipper, *Amor De Patria*. . . . The Coast Guard went at it again. . . . A PBM plane, piloted by Commander C. A. Richmond, in company with Dr. Henry C. Savage, shoved out to sea and picked up Ed Adams of San Diego, who had sustained burns when the tuna vessel, *West Coast*, underwent an explosion. Adams was blown into the water when the blast came, and came out of it with second-degree burns on his face, body and arms. . . . Bob Alcott of the *Renown*, (skipper, that is), gave his wife power of attorney while he was still at sea. . . . "Jackie," as she is known to friends, now can go ahead with the building of their new home, which will be located at College Park. . . . Mackerel fishing at Newport Beach is at a standstill. No fish and the canneries are paying only $30 a ton. . . . The *Lady Lou* of Noyo, skippered by Jim Martin, is fishing for halibut at San Martin Island. . . . The *El Mariner* from Noyo is fishing mackerel. . . . The Bill Burtons are planning to put the *Tryphena C* on the ways for scrubbing and painting. . . . The *Beverly May*, formerly the *Rainbow*, now out of Fort Bragg, is reported overdue.

MANUFACTURING

We've been getting some requests of late for information relative to "Henco" anchors. Here's the dope.

Anchors of all sizes for commercial vessels will continue to be manufactured on the West Coast through an arrangement concluded by the C. J. Hendry Company, San Diego, California. When the foundry which, for years, cast the well-known "Henco" line of anchors discontinued its West Coast operations, the Hendry Company arranged for a continuing supply of these anchors by moving all patterns to a new foundry. Smaller anchors for fishing and other light craft would continue available, as well as a wide range of heavier anchors weighing from 2 to 10 tons. These larger anchors, of course, are tested and certified.

Henco anchors are the only anchors made in the western U. S. in a complete range of large sizes. For ships in Pacific Coast waters this meant an obvious economy. C. J. Hendry Company is also West Coast distributor for nationally known Naco chain and equipment.

Confab

Mrs. Carl Medina, wife of the *May Queen's* skipper, Caroline, their daughter; Mrs. Thurza White and Mrs. Bill Russell, wife of the *'Queen's* chef, meet on deck to talk it over.

EBB 'N FLOW

THE 'COPTER

Report From Machado:

Radio information from Joe Machado, skipper of the San Diego tuna clipper *Espirito Santo*, first fishing vessel on the West Coast to use a helicopter for scouting schools of bait fish, reported the boat in Balboa, Panama, for refueling and provisioning. Machado reported the helicopter had proven very successful in locating both bait fish and large schools of yellowfin tuna. Leading off the search for fish by using aircraft was Captain Joseph Soares, who with his brother George, owners of the ill-fated *Liberator*, pioneered with the use of a light all-metal *Luscombe* airplane for tuna. Soares' report that the use of the airplane in spotting schools of bait fish had survived admirably the acid test of experience on southern fishing waters, was shared soon by Captain Joseph Madruga, managing owner and skipper of the clipper *Paramount*. Other vessels subsequently went to the use of the airplane; and in November of 1947 a demonstration of the landing of a Bell Model 47B helicopter was staged by Armstrong-Flint, distributors for Bell Aircraft Corporation on the West Coast, through the cooperation of the American Tunaboat Association, on the bait tank canopy of the tuna clipper *American Lady*. The event was considered highly successful by most observers; but the original cost and higher maintenance of this type aircraft was considered to be prohibitive, and the helicopter was forgotten, for a time. However, it came back to life on August 22nd, when Captain Joe Machado, announced he would take to sea with a helicopter mounted on the bait tank canopy.

DEATHLESS DECISION

Healthy?

The State and Commerce Departments in a joint report to House Speaker Rayburn (D-Texas) expressed the belief that San Diego and San Pedro fishing interests could not provide a case in support of their request for controls covering foreign tuna imports; and went further to say that the Southern California tuna industry is in a healthy condition. Previously the State Department had submitted a similar report; but the Congress requested that the U. S. Tariff Commission and the Commerce Department combine with the State Department in making a more thorough investigation and analysis of the fishing industry to ascertain any possible economic results from additional imports. Both San Pedro and San Diego cannery and fishermen representatives have urged the House Merchant Marine and Fisheries Committee inaugurate legislation to regulate import control with a view to stabilizing the industry at home.

Bureaucracy at Work:

The U. S. Tariff Commission sidestepped being included in the State-Commerce recommendations and findings to avoid the prospect of being asked later to recommend that the President invoke the "escape clause" in a general agreement on trade and tariffs. The provision stipulates that the commission shall recommend to the President the "escape clause" be invoked if imports 'threaten serious injury" to domestic industry. The State-Commerce report will likely influence fisheries committees when import controls next come up for discussion. The report suggested that Federal subsidies of the fishing industry may be a manner in which to combat increased imports; but recommended that expanded consumption of tuna products through promotion aimed at stimulating consumer demand, or reduction of domestic production costs, one of the factors that make it difficult for U. S. fisheries to compete with foreign industries, whose labor and production expenses usually are less than half the U. S. level, might create a stronger domestic competition.

"Administration Thinking:"

The report also recommended that Congress appropriate money to be used for the purpose of "developing and expanding programs for the further improvement of techniques and facilities for catching, storing, processing, transporting, and marketing fish." Representative Thor Tollefson (R-Wash.), fisheries committee member, who has led the industry's fight for import controls, said the State-Commerce report is "typical administration thinking which finds new ways to spend money but offers no solution to the grave economic outlook faced by the industry because of foreign imports."

THE JUDICIARY

Violation?

The Ninth U. S. Circuit Court of Appeals upheld the conviction of Anti-Trust violation of Local 36 of the International Fishermen and Allied Workers Union (CIO). A three-man circuit panel composed of Judges James Alger Fee, Albert Lee Stephens, and Homer T. Bone unanimously denied the Union's appeal. The Appelate Court said the evidence showed the Union sought to fix prices of fresh fish caught in Southern California waters by picketing and boycotting, and unconcealed violence and pressure. The Union, its Interna-

(*Continued on page 37*)

Paying Business

Joe Machado's big clipper, *Espirito Santo*, shown taking off in August with a heliocopter aboard. Machado's decision to try out the 'copter marked the first time an aircraft of its type had been actively employed in commercial fishing. (See story, this page.)

Wade Ambrose
What will be his next move?

San Diego May Not Know It, But the Friendly Old City Is Sitting on a Keg of Industrial

HIGH EXPLOSIVE

(Recurrent reports that the West Coast may lose some of its tuna canneries and boats to Gulf Coast cities have become so widespread that *Marine Press Association's* Executive Editor, Seymour E. Francis, decided to dig under the surface, with the assistance of MPA representatives in Houston, Texas, New Orleans, La., and Biloxi, Miss. What they found out will come as a shock to some complacent West Coast drum-beaters, who spurn the idea that anyone would think of moving from the area.)

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By SEYMOUR E. FRANCIS
Executive Editor,
Marine Press Association

THE question of whether San Diego and the West Coast will continue as the "Tuna Capital of the World" has bounced back into sharp focus to the somewhat embarrassed consternation of self-appointed experts who no longer than last Spring dismissed the possibility that Coast canners would move their plants elsewhere as just so much idle scuttlebutt. Those whose enthusiasm about the climate and advantages of Southern California harbor facilities has blinded them to the seriousness of the present threat could well find a quiet corner and ponder these facts:

One San Diego plant—Westgate—faces the possibility of eviction from its waterfront location. If that comes to pass, a move to some other area (as one observer pointed out) would cost no more in the long run, and might actually be cheaper, than moving to the South Bay area.

Five geetus-heavy boatowners are *beyond the talk stage* in plans to build a cannery somewhere on the Gulf of Mexico. They plan to move their boats from San Diego and San Pedro. Beaumont, Texas, has invited Westgate, and possibly several other canners, to come there. Beaumont, it seems, is on the ball.

Pascagoula, Miss., has repeated, within the past month, its offers of tax-free and rent-free locations for ten years to representatives of the San Diego fishing and canning industry. The offer applies not only to canneries but also to boats.

Houston, Texas, home port for C. W. Edwards' *Oceanic V* and its three purse seiners, has a wide choice of good locations for canneries along its 50-mile ship channel. Port Director W. F. Heavey says the Edwards plan—transferring the catch from the seiners to the *Oceanic V* for transportation to the new cannery planned at Houston—is entirely feasible for that port.

The State of Louisiana is co-operating with the Federal Government in a huge research project to determine the feasibility of tuna fishing in the Gulf of Mexico. About a dozen West Coast canners have sent representatives into the New Orleans area to investigate the possibilities of establishing canneries there. Admittedly, however, chances for such development are on the remote side.

Investigation into other sites have not been confined to the United States. A recent tour of fishing industry top shots has extended even to several Caribbean countries.

Gulf ports claim that freight rates on canned tuna to eastern markets, and on tin plate necessary for their operations, would be less than San Diego canners now pay. They also claim they are about 1000 miles nearer the major eastern markets than on the West Coast, and about 1000 miles closer to the Pacific tuna banks. This last feature, however, is not of too great importance.

Recent tourists from the West Coast have also found that labor costs are less in the gulf area.

NO San Diego or San Pedro cannery official would admit that his firm was considering a move from this area, but a suit filed in San Diego's Superior Court indicated that Westgate might become the first to consider such a transfer seriously.

Wade Ambrose, Westgate's top man, declined to comment on the possibility, but last spring he was quoted in the San Diego Chamber of Commerce official publication to the effect that it was "unlikely" Westgate would build a new plant at a South Bay site if booted out of its present area.

Other waterfront sources said that if Westgate is forced to quit the location it has had since 1921 a move elsewhere might cost more immediately, but the long-range savings by tax exemptions and civic land donations would more than outweigh the temporary moving costs.

"It's just a matter of distance," one official said. 'They can put their plant on railroad cars or ships as easily as on trucks. The long-range savings should

more than pay for any immediate moving costs."

This same source also doubted whether any other of the local canners would consider moving at this time, because they are well-established.

"Companies are loathe to interrupt operations for such a transfer unless they have to," he explained.

The Westgate case got into the courts when Charles A. Edwards, Jr., and his wife, holders of 200 shares of Solar Aircraft Co. stock, sued, as stockholders, and asked that a lease made in 1943 between the City of San Diego and Solar by declared invalid, insofar as that lease affects Westgate. They also asked an injunction from the court to restrain the City from delivering the site to Solar, and to prevent Solar from seizing it.

Edwards, who is secretary-treasurer of the Westgate Sea Products, obtained from Judge Robert B. Burch a court order directing the San Diego Harbor Commission, City Council and Solar to show cause why they should not be restrained from forcing Westgate out of the location. Final determination of the suit is probably a month or two away, at least.

Edwards explained his motives and suit this way:

"I have filed a suit against Solar Aircraft Co., and others," he said, "to determine the right of Solar to dispossess Westgate Sea Products Co. from the tideland location that Westgate has occupied since 1921.

"I am a stockholder in Solar Aircraft Co., and also an employee for a number of years of Westgate Sea Products Co. In both capacities I am vitally interested in the answer to this question.

"In 1943, the City of San Diego made a lease with Solar Aircraft Co. which permitted the Harbor Commission to include the Westgate area upon the happening of certain named conditions, and the lease set out the procedure by which the inclusion was to be accomplished. In 1946, the Harbor Commission, disregarding the conditions and procedure laid down by the (City) Council, passed instead a resolution amending the Solar lease to include the Westgate area effective Nov. 1, 1949, or sooner if High Seas Packing Co. moved from its location on Point Loma. At that time it was the avowed policy of the Harbor Commission to move all canneries to the South Bay area. Last year the City reversed this policy and gave High Seas Packing Co. a new six-year lease on its present location on Point Loma.

"For almost a year Westgate and city representatives have negotiated with Solar Aircraft to relinquish its demands on the Westgate area and have offered Solar other areas comparable in size. All pleas have fallen on deaf ears.

"My attorneys advise me that, as a stockholder of Solar Aircraft Co., there is a serious question as to the legality of the 1946 Harbor Commission resolution because of its disregard of the instructions given to the Harbor Commission by the City Council. Therefore, as a stockholder of Solar Aircraft Co., I am asking the court to enjoin Solar's proposed taking possession of, and spending corporate funds on, the Westgate area until the legality of such action can be passed upon by the court.

"As an employee of Westgate Sea Products Co., I am afraid that if Westgate is forced to vacate its present location, it will be unable to carry on its operations in San Diego. New plants cost money. In view of the turbulent conditions in the tuna industry, and until the picture clears, it is impossible for Westgate to reach a decision regarding the location of a *new plant.*

"It is true that Westgate agreed in 1946 to vacate the area to Solar on Nov. 1, 1949, but the agreement was made under threat of immediate expulsion and under further threat of expulsion in any event when High Seas Packing Co.'s lease expired. But whether Westgate agreed to vacate or not would not confer any power on the Harbor Commission which the City Council had not given it.

"All any of us want is fairness. In 1946, the Harbor Commission could not look into a crystal ball and make a decision which would be fair in the light of conditions that exist in 1949. The question is this:

"Is it more important that Westgate Sea Products stay where it is or that the expansion plans of Solar Aircraft Co. be realized?

"This question of policy should be passed on today in the light of existing facts, including the city's change of policy with respect to the location of its fish canneries. If Solar Aircraft Co. wants to be fair, let them submit this question to the Harbor Commission, and, if necessary, to the City Council, and abide by their decisions."

For the careful reader, Edwards' statement says as much by what it does not spell out in black and white as it does in the words it uses.

"For almost a year," he said, "Westgate and City representatives have negotiated with Solar to relinquish its demands. The suit filed in Superior Court goes a bit further. It says:

"The officers and directors of the corporation (Solar) and particularly the defendant, Edmund T. Price (Ed. Note: Price is president of Solar) have been repeatedly requested to relinquish their claims to the said Westgate area."

(*Continued on page 28*)

To Be Displaced?

Above is the spanking, relatively new office of Westgate Sea Products Company, which fronts its big cannery, home of the nationally-known "Breast-O-Chicken" canned tuna. The City of San Diego seeks to move the works, and Westgate has thrown down the gauntlet.

Not more than two-hundred miles from San Diego, California, one of the greatest natural fishing ports in the world, is a city that serves fresh fish in but two or three of her dozen or so restaurants during the first five days of the week. This, moreover, is not imported from San Diego, whose harbor is shown at the left. The answer? See story below.

MILLION-DOLLAR QUESTION

(Several years ago Stanley Walker, a free-lance writer and former City Editor of a big New York daily newspaper, wrote a piece of humor entitled, "There Are Names That Make Me Happy." Walker was referring, in this instance, to the odd names of various prominent Americans, however, the application would work as well in the cases of many of our cities. Keokuk, Iowa, could be one and, when a Pan-American editor asked Collins why he selected Keokuk to emphasize a point in the story below, he said: "I was born there; the town was named after a famous Indian chief. I'm in touch with old cronies there each month, and I know what's going on in the town." At any rate, he couldn't have picked a better community to broaden the punch in the following article, as you will see. It's about fish marketing potentialities.)

By COPP COLLINS
Marine Press Contributing Editor

KEOKUK, Iowa, is a normal, well-bred, small-sized midwestern American town located in the Southeast corner of the state, on the Mississippi river. It has a pickle works and a big dam, which represents plenty of Mississippi power. This is called the Keokuk Dam, or, more familiarly, "The Big Works." Around the city for miles are compact, intelligently-worked farms, and the people on these tracts supply a good percentage of Keokuk's economy. Citizens of the area, whether they dwell in town or in the country, are hard-working, churchgoing, athletic, sun-browned and patriotic. They like their movies, their picnics, and, in the main, they are great trenchermen. They know good food, and they appreciate it. But it is doubtful if one-tenth of the total population ever has tasted rosefish, sea bass or abalone. It is more doubtful if during an evening meal on any day, one table in five thousand could boast of swordfish steak.

Certainly this is not Keokuk's fault; probably three-fourths of its people would be willing to try these species, and many others. Undoubtedly they would call for more, if, of course, they were properly educated to the proper recipes and preparations. But therein lies an enigma. With hundreds of communities such as Keokuk literally waiting to be exploited toward fish eating, the industry itself, with very little exception, is passively eyeing the situation and doing nothing about it. In other words, the industry is ignoring the midwestern market.

To be sure, there are individuals who have seen this great potential outlet in its exacting light. The air transportation business is one, and a few West Coast dealers, with an eye on their lowering local sales barometer, have, in the past few months, began to bestir themselves. Yet the fabulous result of an overall public-educational campaign, brought about by opening of markets through outright supply, through publicity and advertising, through research and through unitarian direction, has been realized by a very few.

INDEED, there are cases of individuals who see the picture so clearly that they have gone into the field of innovation to get a foothold. One of these, an enterprising fellow whose name is said to be Duke Malis, of Yuma, Arizona, has been experimenting with the transportation of fresh fish via the quick freeze method, but not in the way you would imagine. Malin's fresh, Pacific Ocean catch would be partially frozen with an oxygen mixture, and, when transported in this condition from say, San Diego, California, to Lake Michigan, the haul, when thawed out in waters of the lake, would again come alive. Results of the experiment, at this juncture, are yet incomplete, but the thought is there: i. e., there are people who can see the possibilities of this

(*Continued on page 26*)

FIRST PORT of the World

Los Angeles Is Improving Its Harbor with a Brand of Speed That May Soon Cause Even Critics to Admit Just That

By FRANK EVANS
Marine Press Contributing Editor

SPARKED by a group of Harbor Commissioners with imaginations and energies which perhaps have never, and never will be, duplicated in West Coast history, Los Angeles Harbor today is moving at a pace that, barring serious political interference, or an act of God, probably will become, in the next five years, the greatest and wealthiest all-around seaport in the world.

Now housing, for one thing, the world's largest commercial fishing industry, the harbor is modernizing the Municipal Fish Markets at a cost of $577,000, and moving them from berths 79-80 to the new $1,265,000 Fishermen's wharf, just completed along Main Channel at Berth 72, San Pedro District. Contracts have been awarded and, as an example of the speed that is characteristic of the Commissioners when once they get the green signal, the work currently is going ahead like the headlong rush of a fighting bull. Completion of the 420 x 80-foot, two-story structure, according to the contract, will take place within nine months.

First story of the 67,000 square foot building will be re-inforced concrete and the second of timber frame and stucco. The cleaning and processing of fish will be carried out on the first floor; the office and storage space will be provided on the second floor. A separate building will house their refrigeration machinery. With completion of the fish markets, Los Angeles' $100,000,000 harbor will represent the best and most modern facilities in the world to serve the 700 commercial fishing boats and for distribution of fresh fish to the Los Angeles metropolitan area.

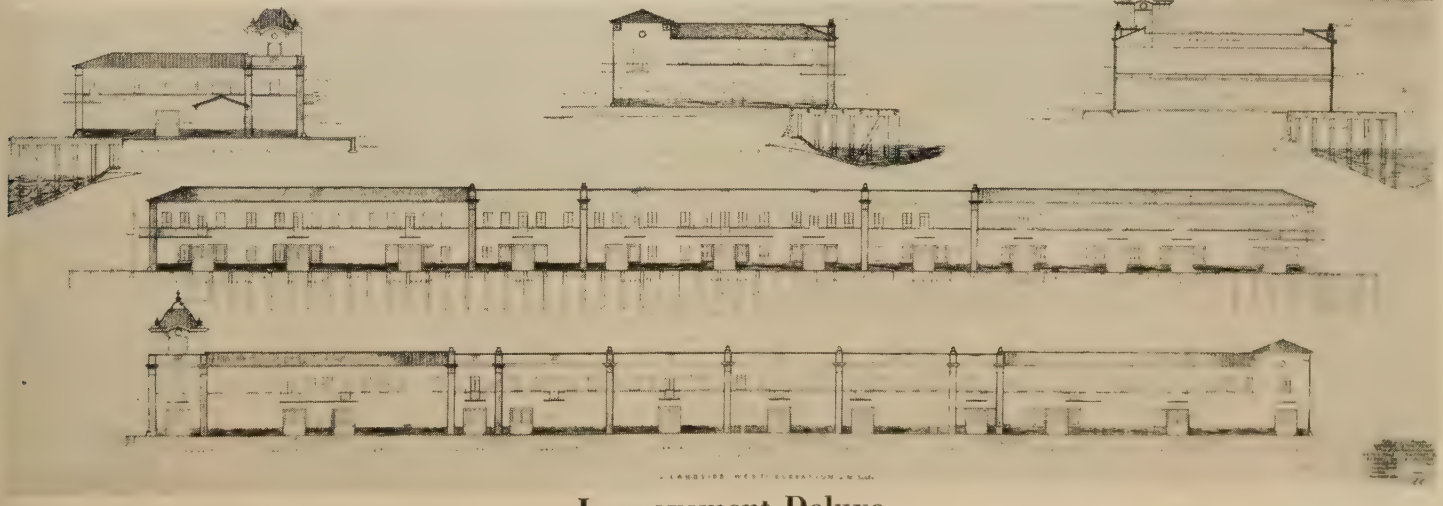
Building of the fish markets is part of a modernizing program calling for the expenditure of $10,000,000, which will be awarded for new construction throughout the harbor area between now and next spring. Projects include passenger, marine and cargo terminals, transit sheds and new wharves and docks. Since 1945, the Los Angeles Harbor Commission has authorized the case expenditure for land and buildings, equipment and construction totaling $7,558,303. The construction has resulted in new transit sheds, wharves, docks and roadways and other improvements, bringing the Harbor to the peak of efficient operation. But that is only the half of the story. The Commissioners' hard-driving has resulted in generating a public interest that, of late, has been nothing short of explosive.

A good example of this is the recent "Matson Operation," which means, in so many words, that the world's most modern and efficient passenger-cargo marine terminal is now under construction as Berths 195-199 in the Wilmington District, at a cost of $6,000,000. Announcement of the sprawling construction was made following a special Board of Commissioners meeting, and the 46-acre facility, which will be a mile closer to downtown Los Angeles and be served by the new Harbor Freeway, will be preferentially assigned to Matson Navigation Company. It is to be completed early in 1951.

THE area will be 2,350 feet by 860 feet, and will be served mainly by Alameda Boulevard north and south; and Pacific Coast Highway and Anaheim street, east and west. The area is bounded on the east by the Los Angeles-Long Beach boundary and on the west by the Wilmington Boat Works. Avalon Boulevard is the main highway into the area. Currently, Harbor Department engineers are drawing up plans and specifications, and, as further evidence of the speed characteristic of the group, bids for initial construction are to be issued not later than January, 1950.

Three major projects are involved in the new facility. For one thing, there is to be a new wharf, 2,270 feet long and two new single-span overhead construction transit sheds. The first shed will be 200 feet by 1,200 feet, and the other, 200 feet by 500 feet. In addition, a parking area, situated north of the shed and wharf area, will be set up to handle 3,000 automobiles. All structures in the new terminal are to be of fire-

(*Continued on page 35*)



Improvement Deluxe

New Los Angeles Harbor municipal fish markets costing $577,000, part of the $17,500,000 Los Angeles Harbor postwar construction program, are shown above. Twelve fish markets will be housed in the new buildings to be erected at Berth 72, adjacent to the new $1,265,000 Fishermen's Wharf, Main Channel.

Fishing for Abalone

BOAT and crew of Pesquera-Peninsular, S. de R. L., Ensenada, Baja California, Mexico, descend on abalone beds off the coast for a day's work which, more often than not, will result in a rich haul. Boats employed by this company are sturdy and excellently-equipped; diving apparatus is the finest that money can buy. Canning of abalone is one of the firm's big items; the product enjoys wide consumer demand in the United States.

(Editor's note: This is the second installment to appear in *Pan-American Fisherman* relative to the Mexican fishing industry. The third and final analysis will appear in the December issue of the magazine.)

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MEXICO!

Slowly But Surely, This Commendably Ambitious Nation Is Making Mankind's Oldest Industry Pay Off in a Big Way

FISHING PORTS

THE principal ports of the Mexican fisheries industry, beginning on the North Pacific coast are *Ensenada*, Lower California. This is the base for the fishing of California sardine, Pacific mackerel, and tuna. There is also considerable diving for abalone and seaweed. There are three canneries located at Ensenada and one seaweed extracting plant for the production of agar agar. There is a small cannery located on Cedros Island off the coast of Lower California and another at Cape San Lucas at the tip of the peninsula, and some fishing is done out of Santa Rosalia, La Paz, and San Jose del Cabo. With the exception of Ensenada, however, there are no fishing ports of any importance in Lower California.

Guaymas, located on the coast of the State of Sonora about half way up the Gulf of California, is one of the most important fishing ports in the Republic. This is a major shrimp producing region and there are six freezing plants in Guaymas which process large quantities of shrimp which are exported almost totally to the United States. Roughly 80 percent of the catch coming into Guaymas is shrimp. Totoaba is also frozen in considerable quantities, while there are two small canneries which put up Spanish mackerel, shrimp, and some oysters. Guaymas is also an important shark liver collection center. There is one plant semi-processing the livers but the bulk are shipped frozen directly to the United States. *Topolobampo*, located on the coast of the State of Sinaloa roughly halfway between Guaymas and Mazatlan, is another shrimp port wit hone freezing plant handling the almost exclusively shrimp take. There are also small canneries located at Los Mochis and La Cruz, Sinaloa, and freezing plants at La Reforma and Eldorado, Sinaloa.

Mazatlan, Sinaloa, is the largest port of the State and fisheries represent one of the port's major activities. There are three freezing plants and the fish take off hte Mazatlan area is estimated to be 94 percent shrimp, 4 percent mullet and 2 percent miscellaneous. A certain amount of shark fishing is also carried on from Mazatlan. Escuinapa, Sinaloa, is a fishing port of considerable consequence with three small canneries, principally putting up shrimp and Spanish mackerel with a number of miscellaneous fish combined and canned in a manner similar to salmon.

Manzanillo, Colima, is principally a shark liver collection center. Shark livers collected in this area are shipped to Guadalajara for processing. A certain amount of fresh fishing is done in Manzanillo to supply the markets of Colima and Guadalajara. There are no other commercial fish ports of importance on the Pacific coast. Acapulco, a seaport of considerable fame, is primarily a game fish port and no commercial fishing except some shark is undertaken. There is some primitive commercial fishing along the coasts and in the lagoons of Oaxaca and Chiapas. This catch is principally shipped to nearby inland markets.

Tampico, Tamaulipas, is a port on the Gulf of Mexico where fishing is undertaken on a substantial scale. Fish taken both up and down the coast for a good distance usually enter through Tampico. The principal species taken, in about the same percentage, are shrimp, oysters, red snapper, Gulf pike, and mullet. There is one small canning plant at Soto la Marina, Tamaulipas, north of Tampico. This plant cans fish from the lagoon district of northern Tamaulipas. Tuxpam, Veracruz, and the surrounding laguna district provide fresh fish, the two outstanding species being mojarra and mullet. Veracruz, is Mexico's major seaport and also figures as the principal port for fresh fish destined for the Mexico City market. Snapper, Gulf pike (robalo), Spanish mackerel, shrimp, and other miscellaneous fish are taken. There are two small canneries and two small freezing plants located at Veracruz. Alvarado, Veracruz, provides considerable fresh fish, Gulf pike being the principal species fished. Coatzacoalcos, Veracruz, boasts a moderate take of Gulf pike, which is shipped fresh or dried to the country's consumption centers. Ciudad del Carmen, Campeche, has recently become a very important shrimp fishing port. The take of shrimp off the Campeche banks and in the Carmen lagoon has been of sufficient size to have two freezing boats stationed in the area, while at Ciudad del Carmen several freezing plants are in the process of construction.

The Mexican fishing industry is dedicated almost entirely to coastal waters, estuary, and lagoon fishing. The average Mexican motor-driven vessel is not equipped for extensive sea voyages and fishermen seldom stay out over 36 hours. There are two methods employed by United States fishermen in the capture of the various species of tuna in Mexican waters—hook-and-line and net. The hook-and-line fishery consists of bait boats and troll boats. In the net fishery the purse seine and the purse lampara are employed. Roughly, the total tuna catch may be divided as follows: 60 percent taken by bait boats; 30 percent by purse seine and purse lampara vessels; and 10 percent by troll boats.

THE fishing methods employed in the taking of the other principal Mexican species are as follows:

Shrimp—Otter trawl, weirs, and cast nets, in that order of importance.

Pacific mackerel and California sardine—Seines.

Shark—Trot lines and gill nets.

Spanish mackerel — Hook-and-line and beach seines.

Snapper—Hand lines.

Gulf pike—Hook-and-line and beach seines.

Mullet—Beach seines.

Mojarra—Beach seines.

Sea trout—Hook-and-line and hawl seines.

Sea bass — Hook-and-line and gill nets.

(*Continued on next page*)

Industry

A Pesquera-Peninsular lobster cooking crew in the process of putting the spiny denizens in tasty condition. Workman in center is steadying rack, in which lobsters are placed before dipping into hot water.

Oysters—Hand diving—no apparatus.

Seaweed—Hand diving—some apparatus.

Abalone—Hand diving—some apparatus.

Lobster—Trap.

Fresh water fish—Seines, traps, hook-and-line, cast nets.

FISH TAKEN

The total catch in Mexican waters from 1940 through 1947 according to official Government figures was as follows:

Year	Quantity Kilograms 3/	Value Pesos 4/
1940	70,518,843	34,434,116
1941	49,991,196	24,950,147
1942	52,440,567	40,703,256
1943	61,137,035	52,309,392
1944	74,517,116	70,064,381
1945	99,624,739	93,371,520
1946	112,451,742	108,952,517
1947	121,449,012	161,507,433

3/ One kilogram equals 2.2046 pounds.
4/ Peso value: 1940, $0.18546; from 1941 through 1947 the peso was stabilized at $0.206 U. S. Cy.

Official figures will invariably prove to be considerably less than the actual catch as there is no adequate overall source of information on quantities caught. Independent fishermen work without strict supervision or tally. Another cause of inaccuracy in official figures is the tendency for fishermen to report catches smaller than actually made in order to avoid taxes and other expenses incumbent to bulk catch.

A breakdown of the catch by species taken for 1946, the latest year for which this information is available, is as follows:

Species	Quantities Kgs.	Value Pesos
Aablone	1,396,284	650,072
Albacore	2,842,891	5,464,984
Tuna	41,211,492	39,030,293
Barracuda	592,603	837,828
Skipjack	10,732,419	10,296,535
Sea bass	231,707	201,163
Mexican sea bass (totoaba)	1,553,655	1,719,660
Shrimp (fresh)	8,851,461	10,749,487
Shrimp (dry with shell)	1,579,352	3,492,808
Shrimp (dry without shell)	22,010	114,109
Sea trout	1,703,261	1,330,008
Snapper	1,195,835	3,032,904
Yellow-tail and Jackfish	1,719,419	1,392,277
Spiny lobster	859,986	2,164,518
Mullet	803,665	634,260
Pacific Mackerel	1,813,509	249,454
Jewfish	615,180	635,596
Mojarra	1,332,915	1,180,483
Oysters (with shell)	3,760,388	2,229,965
Oysters (without shell)	199,246	365,240
Gulf pike	1,976,733	4,325,579
Gulf pike (dried or salted)	1,379,824	3,021,782
Sardine	12,553,939	1,206,717
Spanish mackerel	868,642	1,529,106
Shark	1,268,274	1,219,630
Shark (dried or salted)	698,731	789,630
Shark fin	91,856	447,703
Turtle	210,393	179,615
All other species	10,363,689	10,461,111
Total	112,451,742	108,952,517

PRODUCTION AND METHODS OF PROCESSING

There are no official records kept of the production of canned fish food in Mexico. The only manner in which these data might possibly be obtained is through personal contact with each and every canning or freezing plant and it is doubtful if even by this approach accurate figures could be obtained. The largest national pack is frozen shrimp. Reliable estimates place total frozen shrimp production between 10 and 12 million pounds per annum. This pack is almost totally exported to the United States, usually in five pound cartons.

There is very little production of frozen fillets in Mexico. Some species, such as Gulf pike and sea bass, are frozen in fillet form on a limited scale by several freezing plants located in Guaymas and Mazatlan. Some of this production is exported but the greater part is sent to Mexico City and other centers of domestic consumption.

The products canned by the nation's fish food concerns are, in the order of their importance as follows: California sardine, Pacific mackerel, abalone, tuna, Spanish mackerel, shrimp, oysters, and

mullet. A variety of other species are packed to a lesser degree and under fancy sounding names, but their importance in the total pack is minimum. The California sardine is packed in No. 2 cans and in oval one-pound cans and is put up both in tomato sauce and brine. The Pacific mackerel and abalone are packed in brine. Canned tuna has a little oil added, while most other products are packed in their natural form with the addition of a little salt.

The canning and freezing plants, small and large, represent an estimated total investment of ten million dollars. The amount of fish pickled in Mexico is negligible. Dry fish is a fairly important item in Mexico. Pike, mullet, shrimp, milk fish, and some snappers are the principal species dried. The production of dried fish is mostly effected in Veracruz, Tlacotalpan, Alvarado, and Coatzacoalcos, Veracruz. The amount of smoked and kippered fish produced in Mexico is insignificant. A small amount of mackerel is smoked for sale to the delicatessen trade in the principal cities of the Republic.

PRODUCTION OF BY-PRODUCTS

The production of fish oil for the year 1946 was as follows, according to official Government statistics:

Type	Quantity Kgs.	Value Pesos
Shark	76,826	900,669
Swordfish	11,314	11,394
Turtle	1,215	1,796
Mullet	200	120
Fish oil, not specified	2,985	4,237
Total	92,540	918,216

The insignificant amounts processed are generally only semi-refined, are of a poor quality, and there are no mills dedicated solely to fish oil processing. The domestic consumption of fish oil, with the possible exception of shark, is almost totally supplied by imports.

The production of fish meal and fish waste suitable for feed or fertilizer is limited in Mexico. Official figures indicate a 1946 production of animal and poultry feed amounting to only 49,076 kilograms with a value of 51,926 pesos. Fertilizer is processed on a small scale by the canneries around Ensenada. Output in 1946 amounted to 200,000 kilograms valued at 39,060 pesos. Other by-products of the Mexican fishing industry are listed in the following table showing production and value for 1946:

Product	Quantity Kgs.	Value Pesos
Marine algae (for agar agar)	309,900	349,900
Abalone shells	8,608	3,616
Tortoise shell	925	3,657
Snail shells	29,976	17,314
Oyster shells	9,000	90

(*Continued on next page*)

Thriving Port

Ensenada, Baja California, Mexico, has four big canneries, as well as inumerable sports fishing enterprises. The city also is a famous resort center, one equipment being the fabulously-appointd Hotel Pacifico Riviera, owned by Mrs. Marjorie Plant, an American. Canneries are Empacadora del Pacifico, Pesquera del Pacifico, Pesquera-Peninsular and La Industrial de Ensenada.

Pesquera-Peninsular, Ensenada, Baja California, Mexico, is noted for its quality products as well as its conscientious grading methods. Employees above are examining lobsters for commercial imperfections.

Fresh water mussel shells	130,148	51,387
Shells, not specified	1,167	910
Sponge	480	11,780
Shark hides	24,052	50,403
Alligator skins	34,915	489,852
Miscellaneous fish skins	10,329	23,105
Shark liver	625,444	4,427,701
Mexican sea bass liver	30,841	397,677
Miscellaneous fish livers	2,593	14,869
Total	1,217,597	5,842,261

SHARK livers, the most important single by-product of the Mexican fishing industry, are taken for their vitamin content. Shark fishing is carried on all along the Pacific Coast with the principal liver collection points being Guaymas, Mazatlan, Manzanillo, and Sihuatenejo.

Livers taken at Guaymas are for the most part frozen and shipped to the United States in 5-gallon cans. There is one small concern in the city which semi-processes some livers for export to the United States. Shark livers taken at Mazatlan, Manzanillo, and Sihuatenejo are sold principally to Cia. Exportadora del Sur, S. A., of Guadalajara, Jalisco. This firm processes the livers for Vitamin A. The value of shark livers depends upon their vitamin content, which is determined by analysis, so that the value of a 17-kilogram can may vary from nothing to as much as 1,000 pesos. This company makes it a practice to return any can the value of which is less than 100.00 pesos. At full production, this firm processes 900 kilograms of livers daily. The value of the concentrated Vitamin A exported by this company to the United States during 1947 was $428,800 U. S. Cy.

Very poor use is made of fish waste in Mexico. At present it is estimated that canneries utilize only 40 to 50 percent of the catch, discarding heads, entrails, and fins which could be converted into fertilizer. For example, the largest Mexican catch is shrimp, yet the practice of Mexican shrimp fishermen is to head the shrimp on the fishing grounds and bring to shore only the headed shrimp, the inedible waste being thrown overboard even when the boat returns without a full load. Other species taken in the process of taking shrimp are thrown back. In addition, there are many tons of inedible species taken in seine fishing which are thrown back into the sea. These inedible varieties could be separated into classes, oily for making fish oils and non-oily for making fish meal.

The failure to develop the by-products industry is mainly due to the fact that the canneries and packing plants are not equipped with the necessary machinery and installations to process by-products.

INTERNATIONAL TRADE PATTERN

According to official Government statistics, the following were the total imports of fish food products since 1940:

Year	Quantity Kgs.	Value Pesos
1940	812,890	1,299,433
1941	653,659	1,207,718
1942	328,605	613,252
1943	191,891	655,422
1944	683,036	2,975,397
1945	557,200	2,713,795
1946	1,604,679	7,950,075
1947	1,363,827	6,226,025
1948 (10 months)	837,732	3,967,657

The above figures represent a total of yearly imports under nineteen different fish and seafood classifications of the Mexican Import Tariff. Taking 1947 as the last complete year, it is found that three classifications, namely canned sardines, canned fish, not specified, and codfish accounted for 82 percent of the total value of imports.

The principal source during 1947 was Portugal, providing 54 percent of the total value of imports, which consisted almost entirely of sardines and general canned seafood. Norway was the second most important source, supplying 20 percent of the total value with shipments principally of codfish. The United States was the source for the most diversified line of fish food products, amounting to 18 percent of the total import value.

The remaining small percentage imports were provided by a number of different countries.

In January, 1948, a tariff consolidation reduced to seven the number of classifications applicable to fish and seafood products. Present classifications and duties applicable thereto are listed below:

Fish, crutaceans, and mollusks, live, not specified. Duty: 0.05 peso per gross or legal kilograms plus 10 percent ad valorem.

Fish or seafood, fresh or refrigerated, of any kind. Duty: 0.10 peso per gross kilogram plus 10 percent ad valorem.

With the exception of tuna, which for the purposes of these calculations is not considered a Mexican fishery, only 4 of the 36 classifications for fish and seafood products listed in the Mexican Export Tariff in 1947 were of importance and accounted for 95.7 percent of the value of exports in that year. These four products are listed below:

Product	Export Value in 1947 (Pesos)
Fresh fish	39,324,897
Spiny lobsters (live)	1,412,951
Fresh raw shrimp	14,115,851
Canned abalone	6,540,253
Total	61,393,952

The only Mexican exports of fishery by-products of any importance are of fish livers and waste, the important item being shark livers. Exports from 1940 through 1947 are given below. (All to the United States.)

Year	Kilograms	Pesos
1940	106,038	55,056
1941	175,296	303,972
1942	658,055	2,181,480
1943	1,290,336	5,450,855
1944	1,263,855	6,503,077
1945	1,195,064	3,677,765
1946	615,832	2,050,230
1947	575,169	1,570,440

CONSUMPTION

The usual method of arriving at domestic consumption by adding imports to local production minus exports is of little value in the case of Mexico. There is no way to derive from official statistics the actual consumption of fresh and prepared fish products by the Mexican nation, inasmuch as total figures for fish taken include fish taken by United States fishermen in Mexican waters as well as export luxury fisheries. Furthermore, there is no information available regarding the amount of the total catch utilized by domestic freezing, canning, and drying plants.

The following estimated figures on fresh fish consumption were obtained through a careful study of the catch of fresh fish species consumed domestically. A check on fish transported from coastal and inland fishery sources to the principal consumption centers was made as well as an estimate as to consumption in the immediate coastal and fresh water fishing areas. Estimated production of processed and prepared fish destined for domestic consumption was combined with imports in order to obtain the figures for prepared seafood.

Product	Kilograms	Av. per capita consumption
Fresh fish	9,849,750	0.95 lbs.
Fresh shell fish	2,831,300	0.26 lbs.
Prepared fish	2,611,650	0.24 lbs.
Prepared shell fish	1,871,050	0.18 lbs.
Total	17,163,750	1.63 lbs.

It is estimated that fully 40 percent of Mexico's fish consumption is absorbed in the Federal District, with the large cities and coastal population centers accounting for the bulk of the remainder. The Federal District is the largest Mexican fish consuming center because of its well developed communications and relatively higher standard-of-living. On the basis of absorbing 40 percent of consumption, or 6,865,500 kilograms, the per capita consumption of the Federal District is roughly 5.95 pounds.

The principal obstacle to general inland fish consumption is lack of transportation. For this reason the coastal fishing regions consume much more fish products than regions where fish requires transportation involving hundreds of miles. The only inland regions that consume fish to any degree are communication centers of the Central Plateau, such as Mexico City, Monterrey, Guadalajara, Puebla, and Oaxaca. Except for fish caught in streams and

(*Continued on page 44*)

Patio of Hotel Playa de Cortes, Guaymas, Sonora, Mexico. Constructed in the most authentic Spanish style, it plays host to droves of American and European tourists each year.

Clinton D

Newspapers, Lawmakin

Clinton D. McKinnon has been, throughout his career, an enigma to his friends and a source of exasperation to his foes. In the former instance, most of them have never been able to understand his insatiable appetite for politics, so they have ignored it. In the latter group, however, his penchant thereof is quite precisely interpreted, as most of them are politicians. He's had a slam-bang existence at any rate, and here's a short explanation of it.

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By JOHN SPRINGER
Marine Press Staff Writer

IN 1919, when her only child was thirteen and the country still was quivering from the *Bolsheviki* scare, the mother of Clinton Dotson McKinnon, a bouncy, self-confident little Irishman who, at 43, has homesteaded for the past year a seat in Washington, D. C.'s Lower House, often wondered what made her moppet so interested in rules, regulations and regimens. Days, she recalled recently, wherein she was free from his shrill petitionings and amendments involving playground decor and gymnasium protocol were so infrequent that, when such an occasion occurred, she was certain he had come down with something. On November 4, 1948, a year after he had sold his crusading San Diego, California, *Journal* newspaper at a heart-warming profit, his panting and scratching over legislation elicited from her the remark: "Well, I don't wonder. Maybe now he'll be satisfied." She was referring, of course, to his election as San Diego's Representative to Congress, a position which, since that time, he has rowelled to a point where he is generally accepted as the most promising freshman at the Capitol.

This libido, which has had the faculty of hurling him into virtually every lawmaking capacity that presents a challenge, is the more odd for the fact that his humor is constantly pleasant, and his patience is of the Dobbin variety; an oil-and-water type of personality mixture that has precipitated some exasperation on the part of certain Republican opponents. Blowhards of the Rich-Voice-And-Flowing-Mane school find it hard even to understand his preference in clothes. McKinnon's liking for solid color dark suits and neckties of sober hue is as markedly characteristic of his basic simplicity as is his dislike of foofaraw and hot air. Certainly he is no respecter of either Congressional pomp or Congressional seniority. Lawmaking, as he sees it, is neither romantic nor difficult; if the bulk of citizenry is benefited by a legislative measure, it is, therefore, a good one. If not, then all the wind-bagging and deckle-edging on tap will fail to justify its place among a people which, to him, is able, in the main, to carry on pretty well without the incentive provided by federal bullwhips.

Like every other politician in Washington, McKinnon gets his portion of imbecile petitioning and, although he treats each request with a courtesy that is unjustifiable in most cases, his rope-walking so far has been directed toward lifting the industrial wrinkles from San Diego county's facade. A good illustration of this lies in the recent uproar he raised over the commercial fish import quota system, which that industry claimed was needed to protect its economy. Upon hearing from various commercial fishing leaders who claimed that foreign imports were jeopardizing their markets, ("due to high cost of materials, labor and shipping"), McKinnon took over with the same direct approach that has punctuated his operations since he quit sucking his thumb. In other words, he made a beeline for the White House and collared the top dog. The result was that Truman, possibly a little pleased over the aggression displayed by a verdant politico of his own party, put an assistant, John R. Steelman, to the task of ironing out the situation. Whether it was due to McKinnon's bedeviling or to the obvious honesty of the picture itself, Steelman, in any event, committed himself in no uncertain terms. Surely, he felt, the Southern California fishing crowd should badger the Tariff Commission into a thorough review of the case. The tuna industry, in particular, he ruled, deserved careful consideration in the matter, and, even though the State Department had opposed the quota system on grounds that it restricted world trade, the American fishermen had a squawk coming. Armed with this encouragement, McKinnon later was able to steer a House resolution that told off the State Department and Tariff Commission to rake over the matter, and it was during this interim also that some of the older craniums in Congress discovered that his five-feet, two-inch frame couldn't be slapped around.

THE instance involved, to be specific, McKinnon's first and, so far, last split with his party. On June 20, 1949, he took on Brent Spence, (D-Kentucky) over the Tin Allocation Bill. Spence, a bellicose, hard-driving, gentleman, was, and is, Chairman of the House Banking Committee, and he wanted an amendment to the measure, extending Presidential controls over fats and oils imports. Still switching and neighing over the tuna import question, McKinnon saw a chance to get in another dig for his project and disregarding party disapproval, he sided with Republicans Frederick Smith of Ohio, and others. Extension of Spence's bill, he fumed, would give Truman powers he didn't need. More, the act meant that Congress would be "going back" on United States Reciprocal Trade policy. Then he threw in his bolo. If, he contended, Spence persisted in putting the amendment to a House vote, he would offer a rider to control tuna imports. "It isn't fair," he contended, "for Congress to protect some industries from foreign competition and not others. If there are to be certain exceptions to United States free trade policy, I want to protect the fishing industry in San Diego." Spence's proposal, of course, fell flatter than a duck's instep, and another wedge went into the picture. To be sure, the scene has changed little since then. Observers contend, however, that what little improvement of the tuna market structure has taken place is the result of McKinnon's flailing, and surely the embroglio, which was something of a tough nut, has added experience to a career that has been as turbulent as it has been headed, from the first, straight at the bull's-eye.

McKinnon:

and Spaghetti for Breakfast

Indeed, from a standpoint of curiosity, a sponge-like acumen for assimilation and a knack of twisting knowledge so absorbed to advantage, McKinnon's record, since his birth in Dallas, Texas, February 5, 1906, would make good fodder for a radio success serial. His late father, as Irish as his hair was black and his eyes were blue, was a physician and surgeon. McKinnon *pere* was a good hand at a number of things, but collecting money apparently was not one of them. There are ex-patients of Dr. McKinnon's yet living in Kansas and Texas, his chief practice grounds, who are into him for various sums, and many to this day recall the slender, scholarly medico who, more often than not, forgot to bill them for services rendered. An officer in the United States Army during World War 1, he died of injuries incurred therein, leaving his wife and son with not too much coin. But he left McKinnon Junior a blood legacy to be envied: i. e., a remarkable memory, an honest liking for people, and a determination to be free, one day, from short rations.

It was during McKinnon Senior's tenure with the Army at Camp Kearney near San Diego that McKinnon *fils'* ambition first took root, and it was in the city also that the root first took shape. He sold newspapers for the old *Sun*, then a Scripps-Howard publication, on the corner of the Plaza at Fourth Street and Broadway and, within a few months time, he had determined to eventually start up a Border City newspaper. On St. Patrick's Day in 1944, that decision became a reality. After buying the throwaway *Progress-Journal*, McKinnon converted it to the present roaring daily, the *Journal;* a publication which he built, in four years, to such financial proportions that its sale put him on easy street. This was not only the solitary metropolitan newspaper to be touched off in the United States during wartime, but the sole major paper to be run profitably therein for the past twenty-five years. Moreover, he established in 1946 San Diego's first 5,000-watt radio station, (KSDJ, now KCBQ) which wafted the Columbia Broadcasting System into the city. The radio station was sold along with the paper, and these operations climaxed more than fifteen years of what friend and foe alike concede to have been a stretch of top-notch bare-knuckle newspapering.

IN this, admittedly, McKinnon was aided by a versatility which the trade unquestionably agrees to be uncommon. That is to say, he was both a capable editor and a smoothie at advertising selling. His first paper was started on a capital outlay of $250 and, like others to follow, made money. Flambuoyant, glaring and gaudy, his publications, without exception, all gained in circulation so rapidly that he was able, shortly after the inception of each, to print his crackling editorials and informative articles without loss of advertising revenue from too much stepping on capitalistic bunions. His axe-swinging, furthermore, is remembered in some areas to this day, and one paper, in particular, still is ringing bells. This is the San Fernando Valley Times, located in North Hollywood. It was organized in 1935, and many resident subscribers consider it the best little journal to sprout in the past half-century. The *Times*, of course, was sold along with the Los Angeles *Aircraft Times* and the Long Beach *Shipyard Times*, also McKinnon properties, shortly before he came to San Diego and exploded the *Journal*, and all were juicy enough to make a banker's mouth leak. These accomplishments, naturally, have caused more than one journalistic thin-ice skater to haul him up for an explanation. For those ambitious, albeit depressed, lettermen he invariably dredges up the stock answer: "Quit conning people. Be honest and have the guts to back up your convictions. And, above all else, give them interesting news and sharp features." Whether his advice, in these instances, has spawned any prospective journalistic empires is yet an unknown quantity. But certainly it worked for McKinnon. Indeed, his appreciation of "interesting news and sharp features" manifested itself early in his college days.

Before his graduation from University of Redlands, Redlands, California, he was making a living, so the record goes, as a reporter. Interested in his sharp, jolting, story-telling style and his prolific output, Southern California editors began printing his reams of stuff around 1926, and soon were demanding more. He gave it to them: e. g., features recalled from his grade and high school days in Texas, Kansas, and Palo Alto High School in Palo Alto, California, respectively; essays, articles and small news "boxes" originating in his own pastures. This material, which he poured from his typewriter for about fifteen cents a column inch, not only kept his larder in kilter, but it had the effect of inadvertantly propelling him into a project that was to effect his entire train of thought. In other words, it put his shoulders in a rubbing position with people of all types, creeds and color and, supplemented with his natural sympathy for the *homo sapien*, he became intensely interested in social and political problems. Enthusiastic and hard-working, he had little trouble, therefore, in winning a scholarship in International Relations at the University of Geneva, in Switzerland, and there he went for his Post-graduate effort.

ON the whole, his record at Geneva was something more than satisfactory. But his intellect was piqued more by the causes rather than the effects of world disunity, and when his release took place he set out to do some sweating on his own. This decision took the form of a hitch-hike through every country in Europe; a job as a fireman aboard a Dollar Line vessel out of Genoa, Italy, and six months of world travel as a Merchant mariner. The junket not only assauged his youthful burning to bone up on catholicons favored by the working stiff, but it also developed within him a love of the sea; a characteristic that he has handed down to his three children: Dan, fifteen; Mike, ten; and Connie, six. Owner of the ketch, *Aloha*, as a matter of fact, McKinnon and his "crew" spend as much time aboard the craft, when in San Diego, as they do at home. He likes to recall his days as a seaman. "I even managed to make friends among people who couldn't understand a word I said," he explains. "People are simply people, whatever their language and color. It's the environment that causes their reactions." These convictions, to be sure, have been apparent in his work at the Capitol.

He has shown, for example, that he is, if anything, more concerned over the beefs of the average wage earner than he is impressed of delegations of tycoonery. Sociological harmony to him is a real thing; the road to prosperity and a healthy economy runs straight through contented pastures. Most of his work in Congress so far has been directed, it is true, toward cutting San

(*Continued on page 42*)

MEN & MACHINERY

Long Beach Marine Repair and Fairbanks-Morse Team Up to Introduce a Bang-up

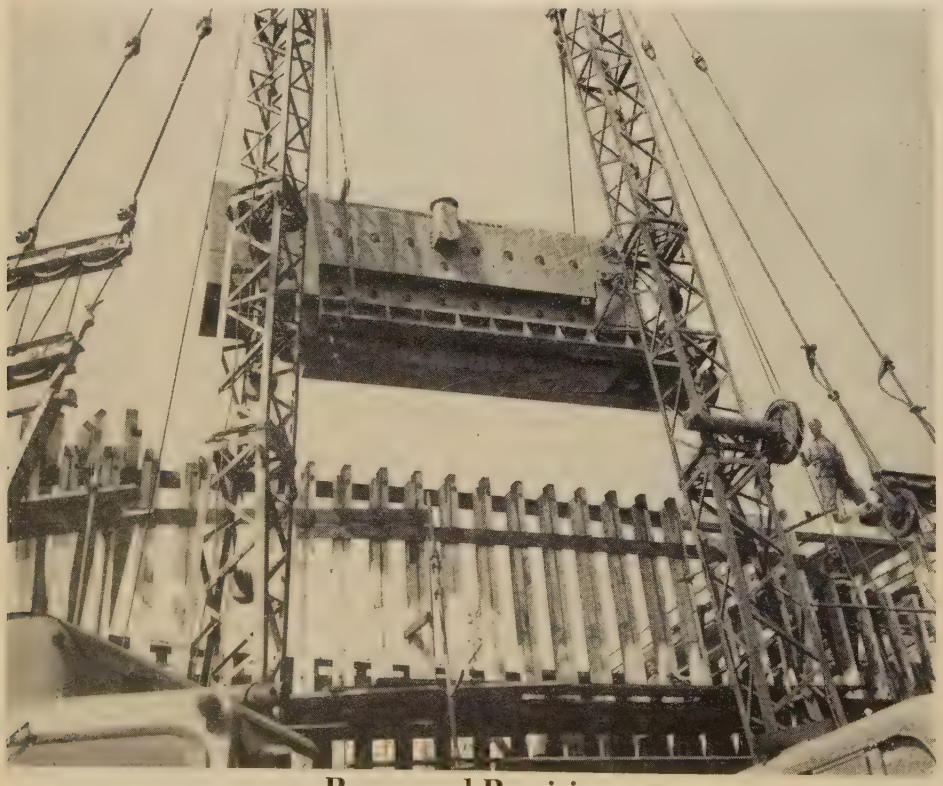
Postwar Innovation

(When a high-powered precision machinery manufacturer and a shipbuilding company that knows its stuff get together, it means but one thing: accomplishment. That's what happened when the *Long Beach*, sister ship of *Miss America*, slid off the ways at Long Beach Marine Repair Company, Long Beach, California, last month. Put together like a seagoing jet fighter, she had been powered by the new Fairbanks-Morse Company 31-A-8 ½ en-block marine Diesel engine, a unit that is expected to become a smash hit with West Coast commercial fishermen. Owners of the vessel, moreover, had been so impressed with the possibilities of the new unit that they waited around six months for delivery. Here's something on both the engine and the shipbuilding company which built the new clipper.)

By WILLIAM HEGEMAN
Marine Press Contributing Editor

LONG BEACH Marine Repair Company, 1409 West Seventh Street, Long Beach, California, came up with a job last month that had the biggest portion of Southern California fishing fleet more than a little interested. She was long, white and sleek, and she had waited since September, 1948, for a special type of Fairbanks-Morse engine before she took to the sea. She was the *Long Beach*, sister ship of *Miss America*, another Long Beach Marine job, and, like her sister, she incorporated all of the finer materials and workmanship that spelled last word in fishing vessels. The 170-ton clipper (100-feet long, 25-feet wide) had all modern equipment possible, including two 60 K.W. generating sets and one 30 K.W. AC generating set. Fairbanks-Morse and Company furnished the pumps and motors throughout. But the engine, an innovation, was the main point of interest, aside from the superlative construction of the craft.

Called the Model 31 A-8 ½ M, the engine embodied the experience gained by Fairbanks-Morse in over a century of precision machinery building, augmented by more than 5,000,000 H.P. of heavy duty Diesel engines. It utilized the two-cycle design pioneered by the company thirty years ago, and continually refined by the unstinted research of specialized engineers with every facility at their command. The engine, among other advantages, featured removable cylinder liners, interchangeable precision type bearings, oil-cooled pistons, simple controls, en-bloc construction, easy accessibility, generously-proportioned single reduction gears to provide speeds to give the best propeller performance; a pump scavenging system that included a positive displacement blower to supply excess air for scavenging, and full pressure lubrication. The unit, as well as the crack job done in construction of the vessel, was seen as a testimonial to a firm that has been turning out nothing but excellent jobs.



Power and Precision

The Fairbanks-Morse Model 31-A 81/2 en-bloc engine as it went into the *Long Beach* recently.

LONG BEACH Marine Repair Company was organized May 21, 1947, with a capital paid-in of $6,000. Founded by David F. Maxwell, President; George A. Robinson, Vice-President, and Frank L. Mansuy, Secretary-Treasurer, the $6,000 represented 600 shares of non-par common stock, issued for $10 a share. The firm operated for a time as a leasee at the Hodgson-Greene-Haldeman Shipbuilder's premises (1409 West Seventh Street) from its inception until October, 1947, at which juncture it bought the remaining assets of its landlord at that location. To say the organization has been successful is to put down an understatement. From October, 1947, until December, 1948, it racked up a gross volume of around $500,000, and today, having got definitely in the black, the organization ahs the best personnel money can buy. This, perhaps more than anything else, has got it an enviable reputation on the West Coast for efficiency and accomplishment in every field of its endeavor. A good example of this is the fact that the company recently was awarded several jobs put out on bids by the United States Coast Guard. Long Beach Marine Repair has several of the former superintendents of Hodgson-Greene-Haldeman Shipbuilders and California Shipbuilding Corporation on its staff; these men had set something of a pace, prior to their transfer to Long Beach Marine Repair employment, in the construction of such bang-up craft as *Renown, Miss America, South Seas, Linda Jo, Sun Queen* and *United Vistory*. The vessel, *Long Beach*, is patterned, in fact, after the *Linda Jo*.

Pacific Mackerel

Tagging Experiments

PART FIVE

The following is the fifth installment involving mackerel tagging experiments undertaken by the California Division of Fish and Game, and written by Donald H. Fry, Jr., and Phil Roedel. Preceding installments may be secured by writing to this magazine.)

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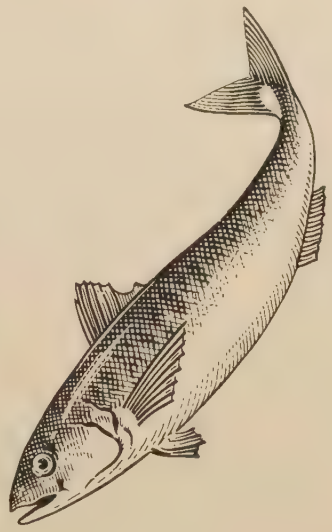
THE measure of minimum mortality is based on the assumption that the only difference in treatment between tagged fish and their controls is the insertion of the tag. In the single test of conditioned fish run without controls, it is the percentage dying or shedding. Minimum mortality, then, accounts only for deaths caused by the actual tagging operation. As it eliminates the effect of capture, it is a lower value than would theoretically be anticipated in the field, although it could be argued that deaths from all causes would increase as a result of confinement, and that the effect of tagging on captive fish was much more severe than on fish which were released immediately after tagging.

The average minimum mortality was found to be 23 percent; the average maximum based on the three tests involving unconditioned fish, 57 percent. These results point toward an average mortality of about 40 percent: the mean of average maximum and minimum mortalities. The rates include tags shed by about 5 percent of the survivors. Both minimum mortality and percentage shed were higher among unconditioned fish. The rather large difference in results between the tests cannot be attributed to differences in tagging technique as only experienced men handled the fish.

It is believed that the calculated minimum is the best measure of mortality among carefully tagged fish where confinement and transportation were eliminated or minimized. Such fish were subject to but little more handling than those in the conditioned tests. The measure of minimum mortality among conditioned fish, which had perforce to be recaptured in the live boxes prior to tagging, actually includes more handling than does the same measure for unconditioned fish, in which all effect of handling other than tag insertion is deducted. Yet the conditioned fish suffered a lower mortality than the average minimum for unconditioned. This result may stem from the pronounced initial effects of holding. In any event, the results can be regarded only as indicative since but 465 tagged fish were included in the tests.

There were indications that the effect of holding the fish caused a higher death rate in the larger sizes. Selection of controls was theoretically random insofar as size was concerned. The usual practice was to tag several fish and then place an equal number in the control compartment. Yet the length frequency of the controls when they were later tagged was appreciably lower than that of the unconditioned fish.

When a day's tagging involved more than a few hundred fish, it was thought that mortality might be greater among those last released as a result both of fatigue on the part of the tagging team and the lengthier confinement of the fish. A check of returns per 100 fish



tagged showed that a decrease in returns toward the end of a tagging day did occur in scattered instances. In other cases, returns from the later hundreds exceeded those from the earlier while in most no trend was observed.

With many persons of all degrees of experience acting as measurers and taggers, a differential mortality between teams was anticipated, but an examination of returns failed to show significant differences between experienced and inexperienced teams working simultaneously. Presumably the careful coaching reecived by inexperienced men tended to bring their work up to standard. In general a tagging team included no more than one inexperienced man.

ANOTHER potential cause of higher mortality lay in double-tagging, as this process was necessarily slower and involved additional handling. Double-tagged fish were released on nineteen tagging days, nine in 1940 and ten in 1941. Excepting one day in 1940, both double and single (internally) tagged fish were released on each occasion. Magnet returns of internal tags from double-tagged fish were compared with magnet returns from single-tagged fish marked by the same tagging team. On six of the eighteen days represented, percentage returns were higher from double-tagged fish. Tests indicated no significant differences between returns from these groups. The same was true for nine of the twelve tagging days where returns from double-tagged fish were less than returns from those single-tagged.

From the inception of the program in July, 1935, to its end in March, 1943, a total of 76,038 mackerel were tagged. Of these, 12,426 were marked with opercular tags, 61,985 with internals tags, and 1,627 with both tags.

Most of the work in 1935 and 1936 was experimental, and demonstrated the serious flaws in the opercular tags then in use. Both improved opercular and internal tags were used in the next three years. Tagging received no particular priority over other phases of mackerel investigations during this period though efforts were made to release fish over as wide an area as possible.

Under the intensified program carried on in 1940 and 1941, plans called for the release of large numbers of internally-tagged fish throughout the year at a number of points in Southern California and Lower California with supplementary tagging in Central California. Personnel shortages and other demands on suitable vessels precluded fulfillment of this basic objective. In Southern California, tagging was concentrated largely in the areas exploited by the scoop fleet and during fishing season. Very few fish were released either north of Santa Monica Bay or in the San Diego area, while only one sizeable lot was tagged in the off season, this at Santa Catalina Island.

(*Continued on page 48*)

Terminal Tidings

By JERRY LEE PECHT

THE Tuna Industry Advisory Conference, staged by the United States Fish and Wildlife Service (Pacific Oceanic Fishery Investigations) in the Terrace Room of the Town House in Los Angeles, got off to a running start on October 7 and, before the day was over, about every thing from soup to nuts was hashed, re-hashed and considered. Leading off the discussions was, of course, the touchiest subject existing to Southern California tunamen: i. e., the area of operation. Mainland industry representatives wanted to know, for one thing, what was to be the conduct of tuna operations and research in the waters between the Hawaiian waters and the mainland. (The language of Public Law 329, 80th Congress, which authorizes the POFI program seems to preclude such operations, since it covers "fishing explorations . . . of the high seas fishing resources of the territories and island possessions of the United States in the tropical and sub-tropical Pacific Ocean and intervening areas . . .")

The gentlemen from Southern California held, of course, that research operations closer to the Honolulu headquarters of POFI and nearer to the established tuna industry were more desirable at this phase of the POFI program, than were operations toward the more western limits of the authorized area. Industry representatives expressed hope that this phase might be concluded soon, so as to permit work in additional areas, and thus it was agreed that vessel activities, at least the initial ones, would be in the general area from the Hawaiian archipelago southward to about the Equator, and westward to approximately Canton Island. The subject of expenditure was raised, and reported, for the fiscal year ending June 30, 1950. The grand total, involving Biology and Oceanography, Exploratory Fishing, Technology, and Vessel and Laboratory Equipment Sections for Vessels Operations, Technical Operations and Administrative operations was given as $900,000. Then the subject of a Tuna Advisory Committee came up. M. C. James, Assistant Director, Fish and Wildlife Service, suggested that eight or ten men would be ideal and that some broadly representative organization such as the Pacific Marine Fisheries Commission might be a suitable guiding body, with that organization to choose its committee from fishermen and boat owners from the mainland industry. Montgomery Phister, Van Camp Seafood Company, Terminal Island, made the motion: "The Service requests the Chairman of the Pacific Marine Fisheries Commission to appoint from the Pacific Coast a committee for the purpose suggested, to include canners, labor and boatowners—the committee selected by the Chairman to consist of seven persons; with the understanding that the Service will make a similar request from the Hawaiian Islands group to make appointment of three representatives of the Islands situation." This motion was seconded by Vernon E. Brock, Division of Fish and Game, Honolulu, T. H., and unanimously approved.

There followed considerable discussion on the desirability of having biologists accompany the two vessels which are assigned particularly to exploratory fishing, as well as the one government vessel which will operate primarily on biological and oceanographic research. Service representatives pointed out that, under the present budget, funds are not available for the employment of biologists to accompany the exploratory vessels on all trips, but that the fishery engineers on the vessels will collect such biological and oceanographic information as size and weight measurements of fish, school size, composition, and water temperatures down to one-hundred fathoms. In general the mainland industry representatives were critical of several projects listed in the proposed program for research of the Technology Section of POFI. In all, however, the meeting was an amiable one. It also, if the general overall opinion of delegates is to be credited, was an instructive one.

MILLION DOLLAR

(*Continued from page 14*)

midwestern gold mine, and are doing something about it.

The picture becomes more astonishing by a quick canvass of San Diego's back door. This writer recently visited El Centro, California. The day was hot; a condition not conducive to ravenous appetite, and a seafood cocktail, at luncheon time, seemed to fill the bill. When it was served, of all things, it was canned salmon. The development called for a further investigation, and, out of six cafes visited, one turned up with fish on the menu! This condition exists, bear in mind, in a city a little over one hundred miles from one of the greatest seaports in the world.

What's the matter with the Southern California fresh fish industry?

Certainly the airlines are ready and willing to open these markets. Immediately after the war, in fact, everybody and his uncle in the air transportation business were running around, making experiments with the cross-country transporting of furniture, jeeps, clothes, bananas, lettuce, Taylor Tots, beautiful blondes, and everything imaginable—by air. That was when they conceived the idea that fish could be air-transported, if properly packed. Consolidated Vultee Aircraft Corporation of San Diego, caught in the flurry of post-war parataxis, developed a brand new airplane, designated the Model 39, which they said could be used for the exclusive role of air cargo transporting. They flew all over the place, with publicity at every stop. Fellows such as Henry Hansen of United Airlines and Bill Wold of Convair and Jim Wooten of American Airlines were out beating their better-than-average brains—trying to develop air cargo to the hilt for their respective companies.

THEN suddenly, something happened. Maybe it was Truman's warning that bad times might be just around the corner. Anyway, something happened. Convair junked their Model 39. The airlines took on a little more air cargo, and a few outfits, like Slick Airways, down in Texas, and The Flying Tiger Line, in Long Beach, California, kept up the air cargo battle. However, the highly-touted Air Age was still in its diapers.

Regardless of this slumping interest, the East Coast fishing industry learned plenty from that first post-war air cargo experimental period, and the result is, according to Robert Ramspeck, Executive Vice-President of the Air Transport Association of America, that more than 50,000 pounds of fresh fish today are

(*Continued on page 32*)

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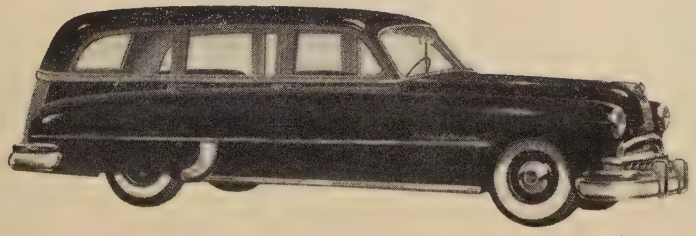

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HIGH EXPLOSIVE

(*Continued from page 13*)

THIS they have refused to do, the suit says, and, in fact, have "stated both orally and in writing that said defendant, Solar Aircraft Co., expects to take possession of said Westgate area on November 1, 1949."

The reason behind Solar's insistent demand that Westgate be kicked out is not exactly clear, particularly in view of the fact that Solar has been offered an area comparable in size near, but to the south, of its Pacific Highway plant. This, if accepted, would permit Westgate to remain where it is. There are some reports that the whole thing is a localized version of the feuding Hatfields and the McCoys.

Edwards' statement also makes it abundantly clear that, should Westgate be forced to leave its present site, there's better than an even chance it would leave the Coast. But some southern cities are so anxious to get new plants that they have offered buildings free, as well as tax-free and rent-free leases for as long as ten years.

"Some of those places," said Harold Cary, who, as manager of the American Tunaboat Association, knows as much about the threat from the southeast as any San Diegan, "are very anxious to build up their cannery facilities. This is particularly true of Pascagoula."

Hervey M. Petrich of Tacoma, one of the owners and manager of the Western Boat Building Co., has gone into the matter thoroughly. He is particularly interested because of the California tax picture. His contention, shared by many others, is that the tax rate on boats is too high, and that, moreover, it is inequitable. San Diego, he said, offers no special inducements to tuna boats, and taxes may eventually drive many boats to the Gulf cities, a statement that takes

(*Continued on page 30*)

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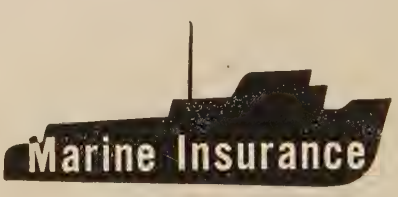
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Typical of Mexican progress, in the commercial fishing field, is this group of trawlers which has added even more to what already is the world's finest shrimping fleet.

HIGH EXPLOSIVE

(*Continued from page 28*)

on added importance in view of the plans of five San Diego boat owners to build a plant in that area. Selection of a site for that cannery, incidentally, is expected about the middle of November.

The competitive situation, reflected in the withdrawal from the market of San Diego canners and in the unsettled eastern market, also has a bearing on the West Coast picture.

PETRICH said, "The war boom is over and we are counting pennies where we were throwing away dollars. I am a native of the West Coast and would be reluctant to participate in such a move, but competitive conditions are dictating the conditions under which it is possible to survive in this business."

That Gulf cities are alert to the chance to build up their local industry is proven by Beaumont, Texas. That city lost no time in banging through with an invitation to Westgate to consider that area as a cannery site. On June 29, 1949, Dow Wynn, manager of the Beaumont Chamber of Commerce industrial department, wrote:

"We invite your attention to our particular section of this region, abounding in fresh and salt water seafoods of many varieties. . . .

"We feel that this general vicinty would be a logical location for seafood canneries, and we sincerely hope that you will give very careful consideration to the Beaumont area in deciding upon a location for any plant you may contemplate erecting."

The invitation was repeated on July 20, when Wynn wrote:

"We believe that we have many advantages to offer such a plant as you may contemplate building. Not the least important of these are plentiful supplies of fresh water, low-cost natural gas fuel and electric power, and an excellent and adequate labor force. Our strategical location as a deep-water port on the Gulf coast, and our network of four major trunkline railroads and splendid highways place us in a position to serve as an excellent outlet for your fine products.

"Allow us to extend a most cordial invitation to you to visit in the area and examine at firsthand those advantages that we have to offer you."

C. K. DeBusk, the general manager of the Beaumont Chamber, got on the ball on Sept. 13, 1949. After reviewing the correspondence, and apparently anxious to get a decision rapidly, he wrote:

"It would please us very much to have this industry and we would like to be of every possible assistance. I feel certain that other Chambers of Commerce in this immediate vicinity will lend their co-operation, and it would be a pleasure for us to meet with your representatives and give them the benefit of any information we may have and to find out more definitely your requirements."

Like Beaumont, the state of Louisiana is awake to the possibility of developing a new industry. It plans to cooperate with the Federal Government in research to determine if tuna fishing can be carried on in the Gulf. This announcement came from Dr. Nelson Gowanloch of the Louisiana Wildlife and Fisheries Department, who added:

"THIS can be one of the most important developments in the entire Gulf of Mexico."

He isn't kidding when he says that.

And West Coast boat owners and cannery officials aren't kidding when they say there are places other than Southern California where they can operate profitably.

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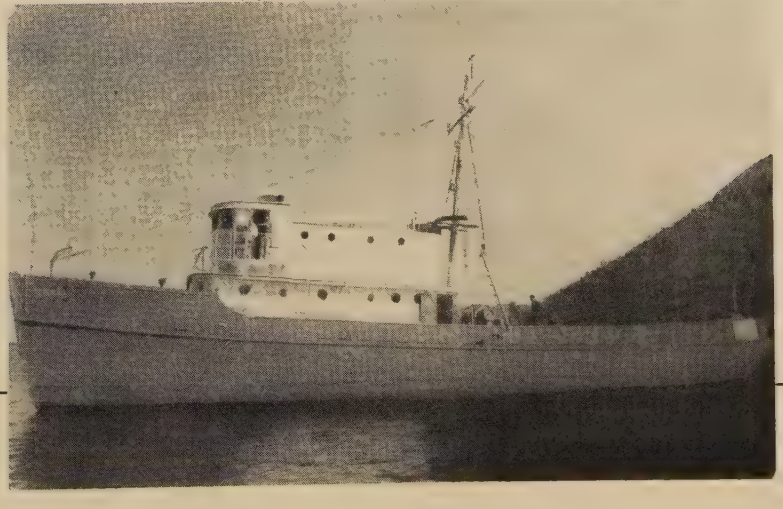

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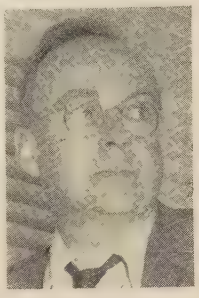
San Diego Observer

By SEYMOUR FRANCIS

THE so-called "Mad Man's Symphony" that is carried on over 2638 and 2738 KC, Southern California, is, day by day, reaching the possibilities of a climax, and no one seems to know what is to be the outcome of this ether entanglement. The Federal Communications Commission is not unaware of the mess; in fact, it agrees, with no dissention whatever, that another frequency is needed to care for the traffic that is representative of the bottleneck. But what to do—at least immediately? The subject has interested me for some time, and, last month, I looked into it a bit. Here, according to officialdom, are some suggestions that might alleviate the situation or, at any rate, make it more convenient until another frequency can be set up:



In order, (say the FCC gentlemen) to get along with the two frequencies currently alloted, a program of self-instituted courtesy will have to be put into effect. In other words, the bigger boats and carriers should refrain from staying on the air for long periods of time, just as the smaller boats should use as little air time as possible. By sharing the frequencies, and through the courtesy involved, everyone will have fewer complaints and, as the result, everyone will be much more aided by the frequencies now in use. The Commission admits that it has been blamed for its more misunderstood rulings and regulations. But it feels that, without a medium of government, the entire situation would amount to a total jam. These rules, it says, have been set forth to bring a more orderly, effective and beneficial use of radio communication channels, and here are a couple of common misusages for which boat owners may get "green slips:" (1) Failure to listen in on the frequency before transmitting. (2) Failure to properly identify your station by call letters, and the name of the ship at the start of transmissions, and upon signing off. The Commission goes on to explain: Frequency 2738 kc is limited to distress and safety communications and to communications relating directly to the operations and business of the ship. 2638 kc is for the safety of navigation and to the ship's business, which is fishing. You are in violation when you tell Pete that "we're in the fish, come on over," on frequency 2738 kc. Your exchanges of communications are limited to five minutes. Then it is necessary to wait for 15 minutes before re-establishing contact with the same station. 2670 kc is for *Mayday*, or distress calls only. This is the Coast Guard frequency, and unless you have to send out a *Mayday* you are in violation if you transmit on it. Actually this is a government station, while vessels are non-government ship stations.

Failure to maintain your equipment in proper adjustment may produce radiation outside the authorized communication channel and often results in improper modulation. Federal Communications Inspectors may board your vessel at any time to inspect your equipment. Any adjustments that are necessary must be made by a licensed first or second class radiotelephone or radiotelegraph operator. Holders of restricted radiotelephone operator licenses may not make adjustments. 2110 kc, 2126 kc, 2174 kc, and 2206 kc are for the use only of vessels calling and communicating with Coastal-Harbor Radiotelephone Stations. In other words, the Marine Operators. Recently ships have been using these frequencies for ship-to-ship communications. The F.C.C. requests that these channels be used for the Marine Operator calls only. The Federal Communications Commission informs me that radar must be authorized before it is used; the owner must have a radar station license, and maintainence must be handled by a properly licensed operator; the reason being that radar is a radiation devise, the same as a radio or a code key, and it is very possible to send out improper signals.

MILLION DOLLAR

(*Continued from page 26*)
flown by one airline from Boston to mid-western markets every weeks—a far advance from the initial flight of 100 pounds three years ago.

Shipments of fresh fish out of Boston are now going regularly to Detroit, Chicago, St. Louis, Cleveland, Louisville, Tulsa, Dallas, and (believe it or not) Los Angeles. The diner-out, or the householder in large mid-western cities and scores of smaller communities, such as Keokuk, for instance, now may have seafood that is out of the sea no more than 12 hours. Such things are becoming commonplace, Ramspeck says, and both the airlines and the fishing industry are feeling the effect.

This magazine made a quick survey in San Diego, during October, with one of the major airline authorities and with Harold Cary, president of the American Tunaboat Association, and both sources said that no fresh fish of any mentionable quantity was being air-shipped from San Diego to the east, or to any other market, but that San Diego was, for the most part, an import market in fresh fish. It was agreed upon by one authority that tuna, while it is a delectable delicacy in the can, does not have much appeal to the palate in its fresh form, and probably will not, until somebody finds a new recipe for it. But is that the case with all fresh fish along the Pacific seaboard?

The fact is, there *exists* a market for fresh fish in the mid-west and it *can* be shipped there in packages which are already proven out, designed to keep fresh, unfrozen fish at a safe, low temperature for a period of 12 hours, and with fast delivery service from fish pier to air field and from air field to retailer.

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Boston has been the pioneer in developing this method of distribution. With the cooperation of one of our largest scheduled airlines, which connects Boston with the mid-west, Boston fish companies have solved the packaging and delivery problem. And the result was, to repeat, 50,000 pounds of fresh fish from Boston to the mid-west every week!

This packaging, moreover, is convenient and safe to handle. It is odorless, dripless and enables shipping with other foods or materials in perfect safety. And here is an amazing fact for those not familiar with present-day air transportation—the cost of distribution by air, in most cases, is claimed to be appreciably less than the cost of distribution by rail.

Fish packaged for air shipment are first individually wrapped as fillets in cellophane. Then they are packed in ten-pound boxes, five boxes to a case, in cartons specially developed for strength. Enough dry ice is added to keep the fish cold, yet unfrozen. This is accomplished by wrapping the refrigerant in the same insulation used to pack and ship dry ice itself. The rugged, air-tight, leakproof box with the insulated liners will withstand outside temperatures up to 110 degrees Fahrenheit for as long as 48 hours.

OTHER shipping agencies utilize shipping methods, using a precooling or freezing process. The cooled or frozen fish are sealed in Pliofilm—a rubber product—and special insulating papers, and packed in a second corrugated box lined with a patented insulating paper. The finished package has been proven to have a heat loss of only six-tenths of a degree per hour at 75 to 80 degrees fahrenheit.

If cost is a major object to the use of air freight distribution of fish products, then this is a misplaced fear. Icing costs are almost always included in the use of surface freighting. A shipment of 100 pounds of fish for 300 miles by railway express, required 50 pounds of ice and 27 pounds of box weight. Compare this with shipping a unit of fish dispatched by air: it would contain about 91 pounds of fish and 9 pounds of container.

The Wayne University of Detroit, in July, 1948, made a special study of air freight versus surface freight costs and the students, most of whom knew what they were doing, showed that the per net pound costs of shipping fresh fish

from Boston, Norfolk, Jacksonville and New Orleans to Detroit by air freight was, in general, only slightly higher than rail express. Both services include pickup and delivery.

And here goes another fallacy: they found that, from Norfolk to Detroit, the per net pound cost of air freight then was actually less (6.4 cents per pound) than rail express (6.9 cents). (Perhaps it wouldn't hurt to put students to work in the Economics classes at U.S.C. or San Diego State or Oregon State, to find out a few facts about shipment from the west coast to the mid-west.)

Our west coast fishing apparently has dropped anchor in one place too long if it fails to consider the enormous potential that is waiting to be tapped by utilizing air freight in the shipment of fresh fish to some place else - even if it is only to El Centro or Keokuk. Undoubtedly, this calls for a bit of cooperation on the part of both the fishing industry and the airlines, but the path has been blazed. What has happened to that flurry of excitement about air transportation right after the war? Well, what Boston did is easily seen. And the airlines throughout the country are gaining daily in air cargo tonnage, with all sorts of items being shipped. Businessmen in all lines of endeavor have come to realize gradually that air shipment is here to stay and it does not cost very much, either.

The 50,000 pounds of fish going westward from Boston every week is more than the eqivalent of three full loads on a DC-4 all-cargo plane. If it is too visionary to see many more such planeloads flying to St. Louis, Chicago, Cleveland and other interior cities from fishing ports on all our coasts, then what of our strides such as helicopters, depth recorders, the use of radio, and all the other modern devices which aids West Coast fishing?

AT any rate, towns like Keokuk could eat a lot of fish, if they were educated to it and, at the same time, supplied with a variety. And when that happens, if it ever does, the country may have a new flock of wealthy fishermen.

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FIRST PORT

(*Continued from page 15*)

proof construction and the terminal is also to be provided with modern rail, truck and roadways for the movement of cargo. The large transit shed will have elaborate conveniences on a second floor for passenger waiting rooms and access to *Lurline* side ports. Overhead passenger ramps to vessels will be electricaly operated, and Matson's general offices will be located in a separate wing from cargo and passenger accommodations.

The wharf itself will be of concrete, and will feature a 38-foot concrete apron from shipside, there will be a 200-foot transit shed floor and, on the north, a 12-foot canopied platform for low-line rail trackage and trucks. Landscaping will include palms, shrubbery and flower beds.

According to the Harbor Engineering Department, East Basin, adjacent to the new facility, will be dredged to a depth of 36 feet and provide a turning basin. This will permit easy berthing of the liner, *Lurline*, and other large vessels using the terminal. The new dock will allow Matson approximately 194 per cent more area than presently is being utilized at Berths 156-160. Initially, the company will have a shedded area of 239,400 square feet, but this is to be increased with construction of the second shed, to a total of 339,400 square feet. These projects, however, apparently are only the beginning for the Los Angeles Harbor Commission, and to those pessimists who predict that it is taking in too much territory at once, the Commission has only to point to its increased business. Its attitude toward business men who are interested in marine activities has set a precedent for cordiality and cooperation. This is summed up somewhat concisely by a recent observation by Ralph Chandler, Matson's vice-president. "The proposed facility," said Chandler, "meets with our complete approval and will enable us to serve both freight and passenger interests in a manner which, in our opinion, will be unequalled in any port."

In this observation there lies a good answer to why Los Angeles' harbor is going ahead, when other ports of equal potentialities are lying as dormant as a scratched cue ball. In other words, Los Angeles not only bends every effort to "meet with approval" of its industrialists, but, in doing so, it guarantees itself that these gentlemen will operate in a manner "unequalled in any port."

(*Continued on next page*)

Golden Gate

By ROBERT K. LAWSON

WHEN Stanley Douglas, secretary, and John Milton Thompson, attorney, for the Hovden Food Products, Inc., walked into the City Council of the City of Pacific Grove recently with plans for a new building described as some 89 feet by 60 feet, and appealed for consideration in the creation of a new zoning ordinance; they shoved their gifted necks into a lion's jaw. The Planning Commission was already in fine fettle for discussion, having been beating their brains out for some weeks in vain attempts to set up an amiable and workable zoning ordinance in their city. And when Douglas and Thompson came upon the scene with complications—they saw red. The Hovden Food Products, Inc., was already, then and presently, violating a zoning ordinance, by operating a fish boning plant within the City Limits—so there! Rocked back on their respective heels, but undaunted; Douglas and Thompson put their heads together and came back again. This time, they proposed that the expansion requested was simply a matter of "classification," and proceeded to present the cannery side of the argument. As stated, it went something like this:

1—That the cannery is located on the Pacific Grove - Monterey boundary in Cannery Row, that only one acre surrounded by industrial area is under consideration, and that the company is willing to give bonded guarantee that the tuna process proposed within the building will conform with the city standards.

2—That these standards will include a plant without offensive odor, with limited operations, that its nature will not change any zoning or set any precedent allowing later "offensive" plants.

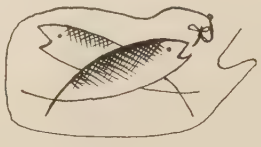
And with this shot, Thompson proceeded to present the name of the Hovden Food Products, Inc., and T. A. Work as applicants. In all some seventy people attended the meeting—and it was significant that at least forty of those present were employees of the cannery plant—there in support of their appeal. And with heaving side and panting breaths, on both sides the battle waged. Brain wrestled brain, and muscles were of no significance; but the problem remained up in the air and nobody seemed able to wrest it from the ether and put it down solidly. The wind-up of the affair came when Chairman Clarence Higgins appointed the City Manager, and the Planning Commission as a committee to indulge in more and more edifying investigation. And latest reports from the area, say folks around Pacific Grove are bracing themselves for the next meeting to be held in late November. When the dust settled, the planners got back into the harness, and approved for recommendation to the council, an application for a limited apartment house use permit at 178 Central Avenue, applied for by Mrs. Vera Stokes. Also approved for recommendation (providing a tentative zoning measure now in the proposed ordinance remains until its passage) a duplex with an apartment at the rear over a three-car garage at 719 Forest Avenue. On this, the applicant was Robert R. Jones. And, because something always has to be tabled, they tabled, pending further hearings on a new ordinance, a proposed professional office of a residence type in a residential district at 178 Central Avenue, for which the applicant was E. W. Pixley.

There were more things, of a more or less lengthy nature, that happened, including some approving for recommendation, and some more tabling; but the Hovden Food Products, Inc., was, as we last heard still looking for ammunition necessary to their survival. And—come to think of it—maybe this tabling situation is a good thing, after all. While on the subject of considering petitions, incidentally, I learn that President Truman has vetoed the Dingell - Johnson Bill earmarking excise tax on tackle for Federal aid to State fish projects.

True, Los Angeles has the market. This, however, was not due to accident, but to outright design. The city for years has been blaring its virtues to the four corners of the world, and the hullabaloo has got results. This, of course, is only one more reason why the Los Angeles Board of Commissioners are to be congratulated, as with this expanding market came their determination to move, and hence to capitalize, on the influx. Their successful plugging for a Foreign Trade Zone is a good case in point, and they are not afraid to spend money for harbor improvement and expansion.

IN getting rid of the long green, of course, the city is doing nothing more than setting itself up to exploit its still-expanding market, and that market is a beauty, judged by any standard. As an example, Los Angeles' port moved 17,988,872 tons of commerce in 1948. That was 2,545,183 more tons than in the year 1947. This means that the port, since 1855, had moved the astounding total of 574,110,687 tons of freight. The tonnage in 1948 required 3,213 bottoms; 485 more ships than pulled into the harbor in 1947. A total of 1,531 vessels handled general cargo in 1949, compared with 1,301 craft last year, an increase of 230 ships. For world trade, a total of 1,291 vessels called at the port; there were 758 last year.

During 1947 a boost in all classes of embarking and disembarking passengers was rung up. The total of passengers to and from foreign ports in 1948 reached 19,633, as compared with 12,530 in 1947, a gain of 7,103, and passengers to and from the world-famous Catalina Island climbed from 773,357 in 1946-47 to 937,117 in 1947-48, an increase of 163,700. These increases, astoundingly enough, came in the face of a paralyzing shutdown in 1948, when the port, like all others on the Pacific Coast, was stoppered from September 2 to December 4, due to labor disputes. Despite this, the port's total receipts, due in the main to increased royalties from oil extracted on Harbor Department land, increased from $3,751,995 in 1947 to $3,905,990 in 1948. Moreover, the population, during 1947-48, jumped at an astonishing rate.



In nine years, as a matter of fact, 1,835,000 additional persons have taken root in Southern California soil. This brought the population up to 5,700,000, in growth terms, over the 1940 census. As a slide-rule for comparison, this would represent the adding of two cities the size of St. Louis, Missouri, to the area, with the population of Los Angeles reaching more than 2,000,000, a gain of almost 500,000 persons since 1940.

Ships from Los Angeles Harbor call at Pacific Basin countries having more than 1,000,000,000 people living in their confines. Los Angeles products can be transported direct from factories to shipside for delivery in the Orient, Philippines, Australia, Central and South America and Hawaii. More yet, Los Angeles has added, improved and remodeled her harbor to an extent that today the harbor represents a vast storehouse. Thousands of tons of foodstuffs pour out of her docks daily. There were, in point of fact, 195,637,801 pounds of food handled out of the harbor in 1948, to say nothing of the raw minerals, lumber, et cetera.

IN no other community, obviously, can Los Angeles' equal be seen in the matter of a harbor so adequately prepared to cope with its tremendous population and industrial growth. The harbor itself sprawls over 2,770 acres, and hardly a day passes that this area is not patrolled with an eye toward further expansion and improvement. That's why the fastest-growing community in the world has a port capable of meeting its growth.

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EBB'N FLOW

(*Continued from page 11*)

tional representative, Jeff Kibre, and 13 other officials were indicted in August of 1946 on charges of conspiring to fix prices on 20,000,000 pounds of fish caught each year. The defendants were convicted in May of 1947 and fined a total of $12,000. The trial court found the Union forced minimum price agreements with dealers in Morro Bay, Santa Barbara, Santa Monica, Redondo Beach, Newport Beach, and San Diego, and prevented non-union fishermen from selling their catches.

SHADES OF SHERRY ANN

Rolling Ball:

If the owners of the *Galapagos*, formerly the San Diego tuna clipper *Chicken of the Sea*, can prove their claim for a tax refund; the Pacific Motor Vessels, Incorporated, of Seattle, Washington, stand ready to collect $2066 refund in taxes paid under protest on that vessel. H. P. Requa, chief deputy San Diego county assessors, said the *Galapagos* was assessed for the period 1947-49 "as we believe the vessel has very definitely re-established a business status in San Diego." The *Galapagos* was purchased from the Navy in 1943, and sold to Ralph Wilcoxen and Edmond Pierre, of Seattle, Washington, in 1945. The vessel came to San Diego and was converted from a part-brine, part-ice, to a full-brine refrigeration system by the Martinolich Shipyards in 1946. Robert G. Berry, deputy county counsel for San Diego, has advised the Board of Supervisors, that without further information covering a complete history of the movements of the vessel since its sale in 1943, he is unable to determine the legality of the owner's claim that taxes were paid on the vessel in Kings County, Washington, last year. This case closely parallels a precedent established when the *Sherry Ann* owners, the Van Camp Sea Food Company, Manuel J. Machado, of San Diego, California, and Western Boat Building Company, paid $15,054 personal property tax on that vessel at Astoria, Oregon, for the period 1947-48 under protest; then sued the City and County of San Diego in Superior Judge L. N. Turrentine's court, and were granted a refund in the amount specified.

LOST

Robert Search:

The search for the body of Robert Search, 23-year-old East Monterey fisherman was abandoned after three days, according to an announcement by the Monterey Coast Guard. Search lost his life when a lighter capsized in heavy surf near the mouth of the Salinas River. Nino Riso, of Oak Grove, California, skipper of the purse seiner *Saint Expeditus*, in a description of the fatal accident said that the crew was transferring fish from the seiner to the lighter after dark when a huge line of breakers rolled in and broke the lighter loose from the larger vessel. Jack Posey, another member of the crew, was on board the lighter with Search; but was able to make his way to shore unhurt.

THE 'MACHINE' AGE

Flashlight Rescue:

The rescue, last September, of Captain H. M. Wagner, and his crew member, Robert Gaudur, both of San Diego, is curiously reminiscent of national manufacturer's flashlight battery advertisements wherein the flashlight remains lighted under water, someone sees the light, and the party is saved. That appears to be exactly what happened when their 42-foot fishing boat *Trudi* foundered in heavy seas 90 miles south of San Diego and some 20 miles off San Jose Point. Wagner had used the flashlight to check his radio transmitter for signal strength when he sent a hurried "Mayday," just before the vessel slipped under the water stern first, and jammed the lighted flashlight in his pocket. Meanwhile Gaudur, and another crew member, Dave Trammell, 22, of San Diego, had managed to get a skiff over; but the skiff swamped and the men were swimming. Wagner inflated a rubber raft and got Gaudur into it. They failed, however, to locate Trammell in the heavy seas; but the raft drifted rapidly with the strong tide. Some time later Captain R. M. Chace of the *Santa Clara Victory* caught a gleam of the flashlight beam, came along side and took the men aboard. It is highly probable that Wagner, Gaudur, and Trammell, had he lived, would heartily endorse the product that saved them from the sea.

U. S. JUNKET

Henry O'Malley

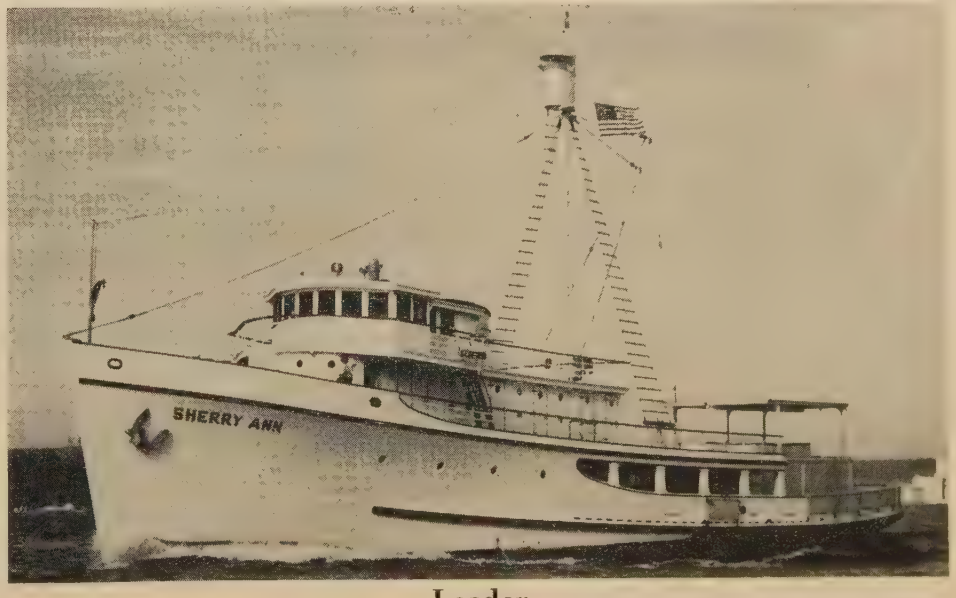
The first vessel of the Pacific Fleet of the U. S. Fish and Wildlife Service left San Diego in early October for Hawaiian waters to search for tuna. It was announced that the vessel, the FWS *Henry O'Malley*, was to begin a thorough search for tuna in commercial quantities in the area between Palaus and Hawaii. The *O'Malley* is the first of three vessels which will comprise the Wildlife's Pacific Fleet. The second vessel the FWS *Hugh M. Smith* is presently undergoing conversion at Tacoma, Washington, and is scheduled to sail for Honolulu in late November for oceanographic operations. The third vessel is to be outfitted as a purse seiner and is expected to join the fleet in Hawaiian waters early next year.

MORE TOUGH LUCK

October Score:

Late October was marked by a series of fishing boat mishaps, one of which linked it to the June and July period of serious disasters that haunted the skippers and owners of the huge West Coast tuna fishing fleet. Leading off was the 112-foot converted former minesweeper *Visitor I*, skippered by Captain A. F. Elrath and reported overdue at her home port of San Pedro by some four days as of October 7th. According to reports, the *Visitor's* radio and one engine were said to be out of order when she had last visited port. Extremely bad weather rolling up high seas drove many small craft to the haven of ports and

(*Continued on page 38*)



Leader

When the *Sherry Ann*, owned by Western Boatbuilding Company, Van Camp Sea Food Company and Manuel J. Machado, won back $15,054 in a personal property tax suit against the City and County of San Diego, California, she set something of a precedent. See story this page.

EBB'N FLOW

(*Continued from page 37*)

coves along the entire southwestern coastline, and a search of these spots was expected to reveal the fate of the *Visitor I*. Among the four-man crew known to be aboard, in addition to Captain Elrath, was Harold Toth of 722 Elm street, Seaside, California. Other names were not available. That same day a small troller, the *Panda*, was reported standing by a mine; said to be approximately four miles off Point Sur.

In Trouble:

A radio message from the *Panda* was intercepted by Captain Bo Friedman, of the *Sunny Mike*, who did not learn the skipper's name but stated that he "sounded frantic," and asked for any boat to aid. Friedman relayed this message to the Coast Guard; but a two-day search failed to disclose a trace of the *Panda*. Next to be reported was the 40-foot salmon fishing boat, *Victory*, overdue at San Francisco and believed to be within the area west of the Channel Islands. Heavy fog in the area made early attempts to locate the *Victory* impossible at first; and later flights were made by two San Diego-based Coast Guard planes on October 12th without results. That day, the *Stanley S*, a 30-foot fishing boat caught fire and suffered damage reported at $1,000 while taking gasoline aboard at the fueling dock near the Embarcadero in San Diego bay. Explosion of gasoline fumes in the bilge was believed to have occurred when an auxiliary engine was started, after more than 100 gallons of fuel were pumped by error through a deck vent leading to water tanks which had been removed. Injured in the blast, and treated at the San Diego County Hospital, were Albert Castiglone, 40, the owner, and his brother, Joe, 27, both of San Diego.

Fire and Explosion:

Flames shot over the brothers with the first explosion, and another, later, blew Fire Lieutenant Virgil Haulman off the boat. The fire boats *Kettner* and *Almgren*, and four companies under the direction of Fire Batalion Chief I. K. Wisely beat out the fire with 80 gallons of liquid air foam, after concentrated efforts with fog nozzles on three big lines proved ineffective. At last report, the *Stanley S* stood out in the Bay and was under observation. Following closely upon the heels of the *Stanley S* fire came news of the 55-foot San Diego based fishing boat *Neptune I*, which burned to the water line 78 miles southwest of San Diego, and sank. Cause of the fire was of undetermined origin as reported by the two crew members, Captain L. E. Yates, owner, of National City, and M. M. Fuller, of San Diego. Both men were picked up by the *Angelia* after spending one and one-half hours in their life boat. Yates said, they were on deck when the fire broke out about noon. The cabin filled rapidly with fire and smoke. He had time only to grab the radio telephone and send a couple of belated distress signals before they took to the life boat. The *Angelia* proceeded directly to San Diego, and the Coast Guard cutter *Perseus* was dispatched to the scene immediately to remove the burned hull. Unable to locate the remains of the *Neptune I*, they reported that it was presumed to be sunk. No reason for the fire could be explained, it was said. Another fishing boat fire resulted in the partial loss of the 125-ton *New Ambassador* off the coast of Panama, when a defective generator caused fire to break out in the engine room.

(*Continued on page 41*)

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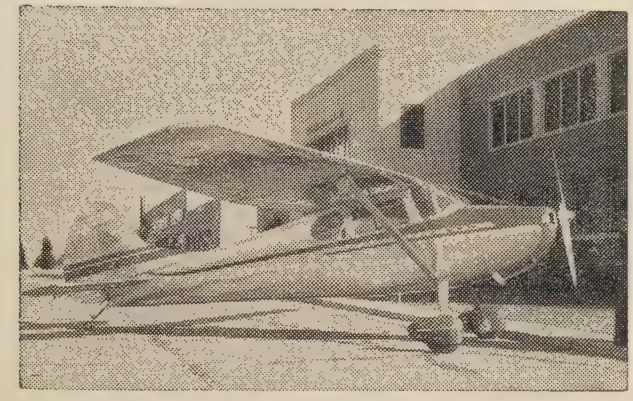

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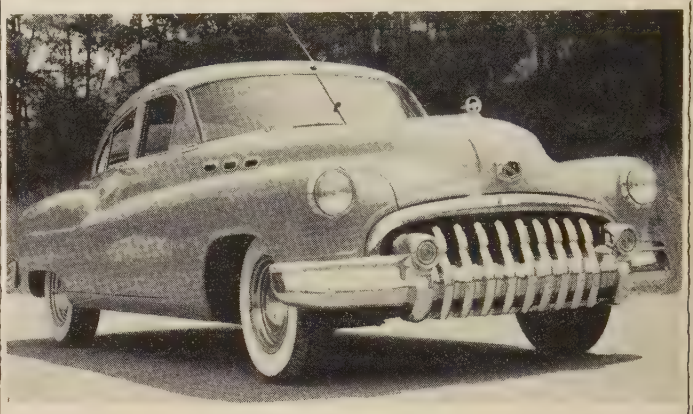

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EBB'N FLOW

(*Continued from page 38*)

Gallant Battle:

The five-man crew fought the fire for several hours and were, finally, forced to take to their motor launch to escape the extreme heat. The launch was subsequently towed into Balboa, Canal Zone, by a U. S. Air Force patrol boat; and the crew were reported in quarantine at that point. The *New Ambassador* is owned by the South Pacific Canning Company, of Los Angeles, and was reported enroute from Panama to Los Angeles when the fire occurred, according to reports. Survivors of the fishing boat *Joyce* which sank while at anchor in Turtle Bay, Baja California, reported everything serene aboard when the vessel began filling with water suddenly. A few of the men were able to launch a skiff, and others had to swim; but all were picked up by nearby fishing craft. Aboard were Antone Agrilla, owner; Bill Hawkins, skipper; Kelly Rutledge, Lester Aulgur, Ole Aase, all of San Diego; and Robert Smith, Salem, Oregon; and George Ziwald, of La Mesa, California. The 125-foot purse seiner *Yankee Mariner*, out of San Diego, was the next fishing craft to burn. Captain Ray J. Little, of Oakland, said the blaze started in the engine room of the converted YP craft off Point Arguello while enroute empty to join other boats of the tuna fleet tied up at San Diego. The six-man crew, including the skipper, were picked up by the tanker *SS Colina*, and later transferred to a Coast Guard lifeboat. They were Edward Rhodes and Jack Kaseroff, of San Pedro; Walter Tarte, of San Francisco; Raymond DeVore, of San Leandro; and Sam Garcia Gillmore, of Punta Arenas, Costa Rica. Meanwhile a Coast Guard plane from San Diego was dispatched to search for wreckage reported by a peace officer in Carlsbad, who reported an explosion off shore and later flames which appeared to envelope a large vessel in that area, four miles at sea. Results of the Coast Guard search revealed no trace of wreckage.

THE VANISHING SALMON

Dark Picture:

It has been reported that the Washington State Director of Fisheries Alvin Anderson hopes for federal aid to save the huge multi-million dollar salmon industry in Puget Sound waters from

(*Continued on page 42*)

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Milady

By DOROTHY HARVEY

ONE of the seemingly popular belief, at least in some of the more inland or predominantly beef-eating parts of the country, is that oysters are poison in the R-less months. The truth is, anyone can eat oysters at any time of the year and suffer no ill-effects; the only catch being that they don't have as good taste in the summer months as they do in the Fall and Winter seasons. The summer months is their spawning season and, for the most part, they are left strictly alone until they can get their offspring underway. The season this year, of course, is under full steam and, with the water turning colder, oysters on the market are far from rachitic dwarfs. Those from famous oyster-beds such as those of Chesapeake Bay show a plumpness and texture that prove the beds have been well-tended up to August.

It is at this time of the year, naturally, that things involving the oyster business begin to liven up. The "sea farmers" start pacing up and down, awaiting the green light showing that the *spat* has taken, which means that the baby oysters have attached themselves to clean, hard surfaces, and will survive. At this time also ,the oyster-men began the process of moving the seedlings to grounds reserved especially for the crusty old adults. It takes four or five years to raise a marketable oyster, and they must be moved to several different locations during the period of their development, to insure plumpness and flavor. In other words, the oysters you eat this year were infants back in 1944 or 1945. Nobody, as the old saying goes, seems to know who was the "brave man who ate the first oyster," but it is a matter of record that the ancient Greeks and Romans were as fond of them as you and I. The great mounds and deposits that have been found on our own American shores show that oysters also were known to, and enjoyed by, the Indians long before the white man stole their country.

Many epicures declare there is no better way to eat an oyster than raw, on the half-shell, served in a bed of ice, or shucked for you at an oyster bar, fresh, tangy and luscious. Often, if you patronize these places consistently enough, you will be lucky enough to get oysters with tiny crisp oyster crabs in them, to add to your enjoyment. Caraway-seed Rye bread, sweet butter, and slices of lemon are all you may require for a meal of the utmost enjoyment. To be sure, there are also other sauces and condiments that may be added, if you are so minded. Fancy concoctions like tabasco sauce, oyster crackers with all the trimmings, savor salt, et cetera, add to many persons' enjoyment of the age-old bi-valve. The bulk of authorities on shell-fish cookery, however, are prone to frown on these embellishments. They say, and with vehemence in some instances, that too much "embalming" ruins the true flavor of the oyster, and that, as the results, you miss the main point of the feast.

THE oyster business, at any rate, has come to represent a real industry in these United States. The domestic pack of oysters amounted to more than three-hundred, fifty-seven-thousand standard cases during 1948, and represented more than five-million dollars to packers. The forty-eight plants packing oysters in this country are being added to yearly, and they produced eighty-million pounds of oyster meats last year. The business of producing this delicious shellfish for an ever-increasing public demand is hitting higher standards annually in the way of new scientific methods, better machinery, and quicker means of oyster cultivation. More, those interested in the industry have even begun to realize the value of circulating various recipes. One of the best (although there are plenty of good cooked oyster recipes), comes from the Oyster Institute of North America, 5600 Thirty-Second Street, Northwest, Washington, D. C.

Active Participant

Montgomery Phister of Van Camp Sea Food Company, Terminal Island, California, had long been interested in oceanic research. His ideas of what occasioned the sardine to vanish up to this year (for three years previous), were original and caused wide controversy. Last month, as a delegate to the Pacific Oceanic Fishery Investigation at Los Angeles, he put over a motion that may mean much to Southern California commercial fishermen. See "Terminal Tidings," on page 26.

extinction. It was stated that the commercial and sportfishing industries would be doomed within the next 30 to 40 years unless protective measures could be made to halt over-fishing with commercial gear. The fast diminishing numbers of both king and silver salmon has been variously blamed as due to "heavy fishing by purse seiners"; pollution of Sound waters, "with emphasis on pulp mill waste," antiquated methods of sewage disposal; wanton destruction of salmon spawning grounds in the upper reaches of streams, and on development of power and irrigation dams "without due regard to salmon escapement in their construction."

CIVIC ALTERCATION

The Westgate Embroglio:

Westgate Sea Products Company fight to save its tidelands location north of Civic Center in San Diego went into Superior Court last month and was postponed, according to Charles A. Edwards, secretary-treasurer of the Company. Edwards, on behalf of the Company, secured an order from Superior Judge Robert B. Burch directing Solar Aircraft Company, San Diego City Council, and the City Harbor Commission ot show cause why they should not be restrained from compelling Westgate to move from this long established location. Edwards and his wife joined in the suit, and declared they own 200 shares of Solar Aircraft Company stock and that they are bringing suit in their capacity as Solar shareholders. Edwards reason as stated in the complaint was to break a lease made in 1943 between San Diego City and Solar Aircraft, where that lease pertains to Westgate and obtain an injunction to keep the City from giving Westgate's present cannery site to the aircraft concern. The harbor commission had amended the lease to include the Westgate area in 1946.

Abandoned Project:

At that time the City intended to move all canneries into the San Diego South Bay area. All previous efforts to have the Westgate area taken out of the lease have proved fruitless, according to Edwards, even though the City reversed its stand to move the canneries in San Diego to the South Bay area.

McKINNON

(Continued from page 23)

Diego's more pressing industrial Gordian knots. However, he sees this as merely another patch in the overall quilt-work of a city's fundamental civilization. In other words, if a people is functioning in harmony it also is producing at the maximum capacity. If not, a breach appears in the social structure which, in turn, hamstrings industry. Thus the situation eventually becomes a cancerous circle, fomenting misunderstanding, disunity and a blasted economy.

An example of McKinnon's penchant for working on trivialities which the average lawmaker would consider too unimportant to warrant more than a cursory glance is his indifference to lobbyists and their incessant, world-shaking problems. One of the few Congressmen who are well-heeled, he has shown himself to be a tough customer. Indeed, some of these gentlemen have found, often to their irritation, that wining and dining him have got them nothing more than could have been gained by a quick call at his office.

His attitude toward money, moreover, is another odd element in his makeup. Frequently, he finds himself without enough capital to pay off a cabby, and one of the important reminders practiced by his staff is: "Chief, do you have enough money for the day?" These probings generally take place shortly after he has entered his office in the morning, and inevitably the investigation to follow will reveal something short of a dollar, and a pack of cigar-

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ettes which usually resembles nothing so much as a crumpled blotter.

McKinnon is married to Lucille McVey, a native daughter of a native daughter, whom he met on a blind date while he was a reporter in Brawley, California, in 1931. He still thinks she is the nicest thing that ever happened to him. She is a little taller than McKinnon, has blue eyes and a fair complexion, and today, after seventeen years of marriage, she remains as wide-eyed over some of his ambitions as she was as a bride. One of the quirks she is unable to fathom is his preference for certain foods, at certain times. For breakfast, weirdly enough, his favorite dish is spaghetti and vegetables, and, during the day, he has been known to eat as many as five seafood cocktails. Unlike most politicos, alcoholic stimulants mean little to him, although occasionally he will sip at a Scotch and Soda. But he always performs this operation with about the same enthusiasm that most kids put on when they are standing hock-deep in spinach.

DESPITE his junior-grade heft, McKinnon managed to shape up fairly favorably as an athlete during his school days, but he also took some first-class backfield beatings. He ran for his college's cross-country team, played a pretty good brand of baseball, and had no trouble in copping the first-string position at second-base on the Democratic Congressional baseball team in Washington. Shortly after he went into uniform, however, the operation brought on a situation which caused him to wish he had given up athletics entirely. During a late summer game between the Republicans and the Democrats he broke his ankle, and the mishap brought on a deluge of gag letters from his constituents. Most of them had to do with, "Serves you right for playing ball with Republicans," and, for a month, he was kept busy with a letter knife, and in answering the more pithy examples of their observations. His leg was in a cast for eight weeks, and one of his boasts is that he didn't miss a day at his office.

Although McKinnon was born a Baptist, he attends any church that happens to be close by on a Sunday. Currently, he is a member of the Pacific Beach, California, Community Presbyterian Church. But he also has been a Methodist, and a member of several other Protestant denominations during his adult life. Restless and nervous when inactive, he has taken only three vacations in the past ten years; they were all cruises to Catalina Island, California; a matter of one-hundred-twenty miles from San Diego. In each instance, he returned to San Diego within three days, with relief plastered all over his face.

A student of philosophy, history, and travel, economics and politics, he rarely reads novels. Music, to him, is medicine and, if he has hobbies, they would be represented by his position as treasurer of the San Diego County Community Chest, his directorship in the Border City's Chamber of Commerce, and his work with the Red Cross, San Diego California Club, and an even dozen of other civic and social groups. He owns an imposing home in San Diego called *Sailaway*, and the interior is a pleasing testimonial to the decorating taste of his wife, whose interest thereof has not waned since she was a girl.

Perhaps the paramount pleasure of McKinnon's is wrapped up in the fact that he was able to give his slightly-built mother a comfortable home. She lives but a few blocks from the McKinnon's and, when they are in town, she spends much time in arbitrating for her grandchildren and overhauling McKinnon for things in general. He is proud of his office force, and considers them more or less as members of his immediate family. His staff is composed of black-haired Ruth Collins, who has been appraised as one of the most beautiful girls this side of Hollywood; Jean Fuller, his former stenographer on the *Journal*, and Mary Lou Kosterlitzky, who originally lived in Los Angeles, but who has spent the past eight years as a Washington Congressional secretary. Asked recently for a sidelight opinion of her boss, Miss Collins summed up his character thusly: "He's McKinnon. That's as far as I can go. He's tops to work for, and you can really save money on the job. You don't have time to spend it."

POSSIBLY her remark explains his success far better than this entire story.

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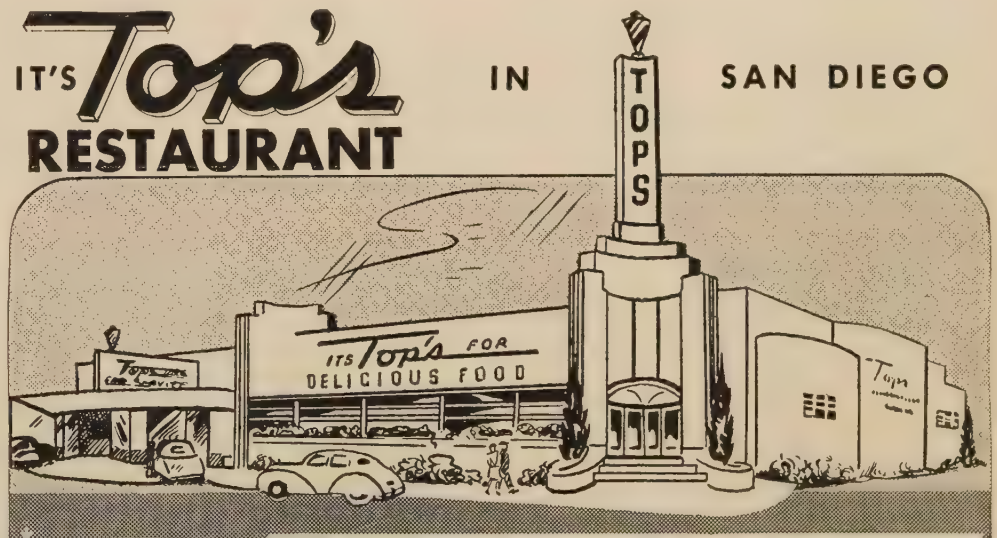

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MEXICO!

(Continued from page 21)

lakes, inland rural inhabitants seldom see fish.

An important local custom is the heavy consumption of dried codfish, obtained through imports, during the holiday seasons of Christmas, New Years, and Easter. A local prejudice is that against eating fish, particularly shell fish, during those months which do not contain an "r," i.e., the summer months of May, June, July, and August. Even though Mexico is a predominantly Catholic country, there is a special dispensation allowing Mexican Catholics to eat meat on Fridays.

INTERNAL TRADE PATTERN

The marketing of Mexico's fishery catch is substantially as follows: The independent or cooperative member sells his catch either to the boat owner or to one of the intermediaries to whom he is indebted. One of the reasons for the existence of cooperatives is to handle the sales of the fish caught by its members and other independent fishermen. Ostensibly the cooperative sells the catch to consumption markets or to canneries and divides the proceeds among its mem-

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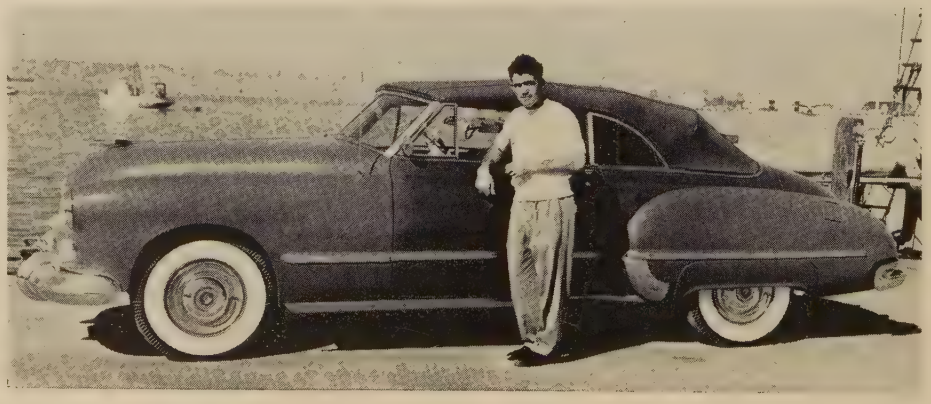

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bers in accordance with the relative ownership of boats and nets. Actually, however this is seldom practiced, as both independent and cooperative fishermen are usually in need of funds and in order to obtain cash advances find themselves under contract to intermediaries.

The four general types of intermediaries are: owners of boats and gear who rent such equipment for a certain portion of the catch; merchants who furnish other supplies to fishermen; distributors; fish wholesalers; and transportation agencies. Due to the lack of credit and efficient financial organizations, these intermediaries charge a much higher fee than would otherwise be the case, and the fishermen are naturally in a very poor bargaining position since they live from hand to mouth, have little money, and must sell their catch beforehand to whoever supplies them with the means to fish.

(Editor's note: Due to the extensive detail and statistics relative to Mexico's commercial fishing industry, it has been impossible to dwell upon the people, methods and behind-the-scenes operations in these two installments. The third, and final, article, to appear next month, will be devoted, in the main, to these arcana.)

Expansion

Fleet of five 54-foot welded-steel shrimp trawlers as they were readied for delivery to Mexico in October at the San Diego plant of National Steel and Shipbuilding Corporation. The vessels are shown here on the 340-foot extension of one of National Steel's marine railways.

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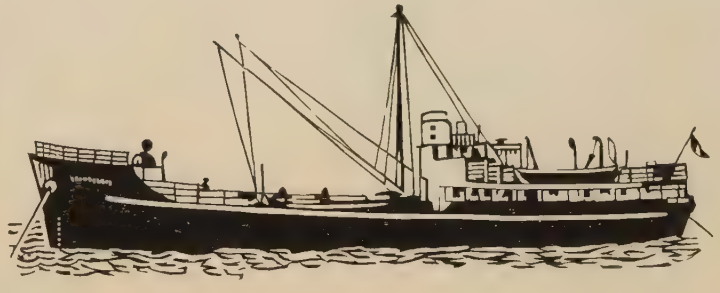

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EDITORIAL

(Continued from page 6)

decided without business-type accounts, similar to public utilities." It then went on to say that it believed separation of the two types of costs to be impossible, "until the Canal has been placed in a separate corporation with . . . accounting which segregates defense measures from commercial costs."

While no immediate ocean freight rate reduction would result from a toll reduction, the cumulative effect of reduced costs ultimately benefits the users of a transportation medium. And Canal tolls, amounting to $7,000 per ship for a single transit, are a cost factor in rates.

Though the Interim Report by the Congressional Sub-committee sounds favorable, the fight is far from over. The Budget Bureau report is expected by about December 31, 1949. Thereafter, it must be transmitted through the President back to the House Merchant Marine and Fisheries Committee. Then legislative or administrative action may take place, finally setting a tolls policy. Pacific Coast Congressmen now in their home districts on between sessions recess, are expected to hear much on the subject from their constituents.

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Mackerel Tagging

(*Continued from page 25*)

Our operations in Lower California were all accomplished during the Southern California fishing season, almost exclusively in the months of February and October. The original plans provided for tagging as far south as Magdalena Bay, but the southernmost point at which fish were found in quantity proved to be San Roque Bay, some 200 miles farther north. It was not possible to make any trips in the spring and summer, and that no fish could be tagged during the California period of scarcity is especially regrettable.

Tagging was successful in both the northern and central sections of the peninsula, over 20,000 internally-marked fish being released between October, 1939, and October, 1941. The great majority were tagged in the central section, which form two general areas in itself: Sebastian Viscaino Bay, roughly half way down the peninsula, and the coast immediately south which embraces Thurloe and San Roque bays.

Prior to 1939, 1,261 fish were released in Mexican waters as far south as Magdalena Bay. Virtually all of this tagging was effected in 1935 and 1936, using the opercular tags later found to be unsatisfactory. That there have been no recoveries may be attributed to their use.

Over 4,000 fish were released in Monterey Bay in the fall of 1937, about half being marked with internal tags. A lot of a few hundred was tagged in the fall of 1939 and another 1,000 in the fall of 1941, both with internal tags. Virtually all of the fish were released in the southern portion of the bay within a few miles of the city of Monterey. No other tagging of consequence was accomplished in Central California.

Through the courtesy of Dr. John L. Hart of the Fisheries Research Board of Canada, eleven mackerel were marked in 1940 off Tillamook Head, Oregon, in the course of sardine tagging. These are the only mackerel released north of Monterey Bay.

Nearly all of the fish marked were of commercial size at the time of release, ranging in length from 20 to 40 centimeters to the fork of the tail with a majority between 25 and 35 centimeters. One group of 1,000 younger fish, 15 to 20 centimeters in length, was tagged at Blanca Bay, Lower California.

In handling the data, the many tagging days on which internally marked fish were released have been combined into tag lotts, each lot representing releases in a given area over a limited period of time. Central California releases are considered as three lots representing the fall tagging in 1937, 1939, and 1941. The Lower California lots form clear-cut units, as tagging was carried on at rather widely separated localities and the time spent working a given area never exceeded a few days.

A preliminary survey of the various groups of fish released in Southern California resulted in the elimination of a total of 1,762 of the 39,081 internally and double-tagged fish released from 1937 through 1943. The work done in 1936 was experimental in nature and 212 fish tagged that year were not considered for this reason. A number of tagging days on which under 100 fish were released and from which there were either scattered or no returns were dropped when they could not logically be combined into a tag lot. A few tagging days involving greater numbers of tagged fish were eliminated when known adverse conditions resulted in abnormally high mortality and consequent failure to recover other than an occasional tag. Bad weather was usually the underlying cause of these failures.

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